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American Railroad Journal.

New York Saturday, November 19, 1870.

Atchison, Topeka and Santa Fe Railroad.

The earnings of this road for the month of August were \$20,829 53; for September, \$25,595 98; and for October, \$26,783 35—total, \$73,572 87. The company has a Congressional land grant of 6400 acres per mile, against which it has located between Topeka and the Arkansas River 790,000 acres. Of this, 385,000 acres within ten miles of the track, come into possession of the company as they build. The remaining 405,000 acres lie within ten and twenty miles of the track, and come into possession of the company upon completion of the road. The road was opened to Emporia for business, sixty-two miles, August 1, and the earnings since that time would enable it to pay 7 per cent. interest on \$26,000 a mile, while its mortgage is limited to \$15,000 a mile. The road is to be extended this fall from Emporia southwest, which, it is anticipated, will secure a large business in the transportation of cattle from Texas and the Indian Territory. Hon. Ginery Twitchell, of Boston, is President of the company.

From the Boston Journal, Nov. 9.

Boston, Hartford and Erie Railroad.

PROCEEDINGS IN BANKRUPTCY POSTPONED.

The Boston, Hartford and Erie question was again before the United States District Court this morning, Judge Shepley presiding, on a motion to dismiss for want of jurisdiction in bankruptcy.

Immediately upon the opening of the Court, Mr. W. G. Russell, for the petitioners in bankruptcy, said that an arrangement had been made for a withdrawal of the motion until after a contract had been made in which all parties were agreed, that the unfinished portion of the road should be completed rather than allow it to go to waste. Under this arrangement it was intended to apply for its confirmation in the State Courts where Receivers had been appointed, and also to the United States Court. The matter of the injunction was arranged so that the Court would not be troubled with it.

Judge Shepley said that, providing he should entertain jurisdiction, he had no doubt of the authority to allow the contract to be made to prevent the property of the road from running to waste.

After consultation by the counsel, Mr. Russell said that all parties had agreed to a postponement until the 29th of November, on account of a contract made with Mr. Munson under the sanction of the several State Courts in which receivers had been appointed.

The contract provides that the road from Putnam to Willimantic, now unfinished, shall be completed on the 1st of May, 1871, instead of the 1st of January, 1871, as specified in the contract made with Mr. Brooks, one of the Receivers; that it shall be finished for \$300,000, instead of \$400,000 in that contract, or \$460,000 in a previous contract; that the sum shall be payable in Receivers' certificates running three years at six per cent. secured by the 26 miles of road between Putnam and Willimantic, and the income of the road in Connecticut as in former agreements; the certificates to be cashed by Mr. Munson at 80 per cent., and the bondholders to be allowed to take them at *pro rata*.

The Court assented to the agreement of counsel, and the case was postponed until November 29.

(It is understood that the creditors assented to this contract on account of the relief Mr. Munson would get in not being forced to build the road this fall.)

The earnings of the Chicago, Cincinnati and Louisville railroad for October, 1870, were \$12,986 89.

Atlantic, Mississippi and Ohio Railroad.

Pursuant to the published notice, and in conformity with the act of the General Assembly authorizing the formation of the Atlantic, Mississippi and Ohio Railroad Company, the stockholders of the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky Railroad Companies convened at Lynchburg, Va., on Thursday, the 10th inst. The several companies held meetings separately, and appointed committees of conference to report some plan for carrying out the consolidation scheme, and to determine the relative value of the stock of their respective companies. Friday the committees made the following report, which was adopted:

The committees have agreed that the value of the stocks of these several roads shall be considered, for the purpose of the organization of the Atlantic, Ohio and Mississippi Railroad Company, the same, and that the stockholders of these several companies who subscribe to the stock of the Atlantic, Ohio and Mississippi Railroad Company shall each be entitled to the same number of shares in said company that they now hold in these several companies. Subscriptions are now being made to the new company in stock of the old companies, share for share.

The organization was finally completed on Saturday, and the following officers elected: Wm. Mahone, President; directors, Thomas J. Corprew, R. C. Taylor, John A. Johnston, Ro. B. Bolling, Ro. D. McIlwaine, John F. Slaughter, C. W. Statham, Wm. Watts, James A. Walker and Abram Fulkerson.

The city council of Portland has recently passed an order authorizing the city treasurer to hire \$7,500 on twenty years, to be applied to the payment in gold on bonds and coupons issued November 1, 1850, in aid of the Atlantic and St. Lawrence Railroad, due November 1, 1870, the railroad company having declined to pay the gold, after demand for the same.

The sum of \$678,000 in U. S. Certificates of Indebtedness, recently paid to the State of Massachusetts, has been received by the State Treasurer of Maine, and will be used in the construction of the European and North American railway, Massachusetts having assigned this old debt to that company to aid in the great enterprise.

Evansville and Crawfordville Railroad.

The earnings of this road for the years ending August 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers.....	\$185,283 68	\$208,349 94
" freight.....	245,775 82	279,505 68
" express.....	12,488 48	14,334 38
" mail.....	9,400 00	9,583 84
" rents.....	295 00	1,872 00
" use of engines and cars.....	3,735 62	3,158 83
	\$456,978 10	\$516,804 17

Expenses, viz:

Running road.....	\$75,474 28	\$80,972 99
Maintenance of track...	74,688 84	128,620 53
" bridges, etc.	11,740 78	15,919 20
Repairs of engines and cars.....	59,061 80	51,789 59
General expenses.....	64,635 59	70,021 17
Change of line at Vincennes.....		2,781 41

	\$285,451 29	\$350,104 89
Net earnings.....	\$171,626 81	\$166,699 28
Interest and taxes.....	106,638 72	116,652 48

Balance \$64,893 09 \$50,046 80

The receipts from all sources during the year were \$516,826 46; and the expenditures, \$513,641 79—balance, increase in assets, \$3,184 84.

The expenditures embrace—

Transportation expenses, as above.....	\$350,104 89
Interest and discount.....	163,553 13
Internal revenue tax.....	5,817 49
State and other taxes.....	7,781 86
Redemption of 28 bonds for Sinking Fund.....	24,900 00
Lands purchased for wood, gravel, etc.	3,099 84
Increase in wood and supplies.....	554 81
Construction and equipment.....	18,329 77

Total, as above..... \$513,641 79

The assets and liabilities of the company at the close of the last and preceding years, were as follows:

Assets:	1869.	1870.
Cash on hand.....	\$40,946 22	\$28,795 00
Evansville, Henderson and Nashville R. R. bonds.....		6,800 00
Due from agents.....	16,750 42	10,024 65
Open accounts.....	9,767 42	12,780 54
	\$67,464 06	\$58,400 19

Liabilities:

Due other lines.....	\$10,793 55	\$19,559 10
Other liabilities.....	38,018 84	17,004 58
	\$48,812 39	\$36,563 68
Excess of assets.....	\$18,651 67	\$21,836 51

The capital account of the company has been increased as follows:

For fencing.....	\$3,252 45
" telegraph line, Rockville Division.....	661 88
" tools and machinery.....	2,859 26
" freight cars.....	11,556 18

Total increase of capital for the year..\$18,329 77

The total cost of the road and equipment to date is as follows, to wit:

Construction of road.....	\$2,417,057 92
Equipment.....	872,969 99

Total.....\$2,790,027 91

This cost is represented by—

Common stock.....	\$1,044,052 93
Preferred stock.....	100,000 00
First mortgage bonds.....	1,185,000 00
Earnings expended.....	460,974 98

Total.....\$2,790,027 91

The total length of main track is 132 miles, which has not been increased during the year.

We have laid down during the year in new sidings and extension of old ones, 2,900 feet of new side track.

The length of side track now laid down is 12 miles.

The total of main line and side tracks is 144 miles.

We have constructed at our shops three new compromise box, nine coal, and five platform cars. Total, seventeen cars.

With the exception of one push and four hand cars, this is all the new equipment added during the year.

In addition to ordinary repairs, we have rebuilt one passenger, one box, and one platform car, and four push and seven hand cars.

The cost of renewal of track for the year has been large beyond precedent.

We have paid for 56,500 cross ties at a cost of \$20,356 11, and placed 50,000 of them in the track.

We have laid down 102 tons of re-rolled rails, and had manufactured under inspection, imported and laid down 500 tons of what is termed "best best" English iron rails, making together seven miles of re-rolled and new rails.

These rails, with the splice bars and bolts used, have cost, exclusive of placing them in the track, the sum of \$47,002 31.

We have also punched in the track, and put splice bars on eleven miles of old rails, making a considerable improvement in that portion of the track.

Twelve hundred car loads of gravel ballast have been put on those portions of the track most needing it.

The train service for the year is as follows:

	Miles.
Passenger trains have run.....	159,898
Freight trains have run.....	123,190
Construction trains have run.....	32,750

Total mileage.....306,838

Showing a gain over the year previous on passenger trains of 20,938, and freight trains of 2,557 miles, and on construction trains of 1,600 miles. Total gains for the year in train mileage, 25,095 miles.

The number of freight cars hauled for the year is 20,531 loaded, and 8,757 empty. Whole number, loaded and empty, 29,288 cars, showing an excess of freight cars hauled over those of the previous year, of 3,045 loaded, and 373 empty. The whole number of miles traveled on the road during the year by freight cars is 1,674,224 miles, showing a gain in freight car mileage over the previous year of 162,685 miles.

Our freight traffic is divided between local and through freight as follows:

Local freights, 90,401 tons, giving a revenue of.....	\$186,066 95
Through freights, 68,606 tons, giving a revenue of.....	93,438 73

Total tonnage 159,007 tons. Total revenue.....\$279,505 68

It is observable that our through freights amount to 33½ per cent., and our local freights

The number of passengers carried during the year to 66½ per cent. of our whole revenue of freights and that the through freight tonnage is 43½ per cent. of our whole tonnage.

The gross earnings of the road for the year are \$516,804 17, being \$59,826 07 in excess of the gross earnings of the year previous.

The working expenses, including repairs and renewals of equipment and track, are \$350,104 89, being \$64,653 60 in excess of the year previous.

This excess is chiefly accounted for in the unprecedented expenses already specified in renewal of track.

The proportion of expense to gross earnings has been greatly affected by the low rates on through freight to the east.

The same freight rates for the past year, which we received for the year 1867, would have added \$75,000 to our gross earnings, without at all increasing our expenses.

Whilst we do not hope to regain such rates on such business we have cause to hope for a material increase upon the rates of the past year, and that our local and through North and South freight traffic will early bear such altered proportions to our through East and West traffic as to materially increase our average freight rates.

In previous annual reports it has been repeatedly stated that the current renewals of track were by no means in proportion to its wear and destruction. It is now estimated that at least from eleven to twelve miles of new rail will be required, to keep the track in safe condition, for the coming year.

In equipment it is believed that two or three locomotives will be required, and at least fifty coal and lumber cars, and fifty box cars should be placed upon the road during the coming year.

It will very early be necessary to place a second work or repair train on the road, but our finances do not warrant it at present.

The redemption of our mortgage bonds by the sinking fund has been made as stipulated with the bondholders, and up to date fifty-seven bonds of \$1,000 each, have been redeemed.

The Board has entered into arrangements with the city of Vincennes, and the other railroads passing through that city, for a Union passenger depot at that important junction.

This has required a change of our track for one and one-half miles, in and adjacent to Vincennes, without at all lengthening our line. The total cost of this change will probably not ultimately exceed \$5,000.

A very commodious brick eating house, with passenger rooms, and all necessary offices, is being erected by private individuals, under written agreement with the railroad companies, which will insure the comfort and convenience of all travelers and train employees at that point.

Since our last annual meeting, the Indianapolis and Vincennes railroad has been opened. Its chief effect upon this road so far, is to take from us the traffic of several towns, and neighborhoods on and near the lower end of its line, which was formerly tributary to this line.

The St. Louis, Vandalia and Terre Haute railroad has also been opened, and has taken from us considerable traffic, formerly brought across the Wabash to our road. It is to be observed that these diversions of business have not prevented a considerable increase in our traffic.

The Evansville, Henderson and Nashville railroad is confidently expected to open before the first day of January next, and is relied upon for giving us a very material increase in traffic.

The Evansville, Terre Haute and Chicago railroad, and the Chicago, Danville and Vincennes railroad, composing the new direct line from Terre Haute to Chicago, though somewhat delayed in their progress, by the effect on the bond market, of the Franco-Prussian war, are both in a fair way for early completion.

The former road is nearly all graded, almost all the ties are delivered, thirty-two miles of rails are in process of delivery, track laying has commenced, and the track will be laid more than half the distance this fall, and it is expected to be completed to Danville, Ills., early next summer.

The managers of the Chicago and Danville portion of the line, assure us that they will complete their road to Danville, at latest by the fourth of July next.

The short section of the lately projected Louisville, New Albany and St. Louis railroad, lying between our road at Princeton, Ind., and the Wabash river at Mt. Carmel, Ills., a distance of ten miles, will be open, and run in connection with this road by the first of January. The road between Princeton and New Albany will not be opened, judging from the character of the work

upon it, for at least two years. This short section will accommodate Mt. Carmel, and a very good country adjacent in Illinois, and bring us some accessions to our traffic.

We have much to hope from the rapidly growing manufacturing interests of Terre Haute, and the coal mining interests now being developed on our line, twenty miles south of that city, about Shelby and Curryville.

The rapidity of the growth of both Evansville and Terre Haute, our chief terminal cities, as well as the general healthy development of local interests along the line, are very encouraging.

GENERAL BALANCE SHEET, AUGUST 31, 1870.

Construction of road.....	\$2,417,057 92	
Equipment.....	372,969 99	
Real estate.....	9,988 54	
District fair ground stock.....	1,000 00	
Fuel on hand.....	\$8,777 90	
Supplies in shops.....	19,799 26	
		23,577 16
Cash.....	28,795 00	
Evansville, Henderson and Nashville Rail- road bonds.....	6,800 00	
Due from agents.....	10 024 65	
Open accounts.....	12,780 54	
		58,400 19
		\$2,887,993 80
Capital stock paid in.....	\$1,001,421 13	
Fractional scrip.....	8,181 88	
Unclaimed stock dividends.....	34,450 42	
Preferred stock.....	100,000 00	
Seven per cent. bonds, main line.....	\$1,090,000 00	
Less redeemed by sink- ing fund.....	55,000 00	
		1,035,000 00
Rockville extension bonds.....		150,000 00
Due other lines.....	\$19,559 10	
Other liabilities.....	17,004 58	
		36,563 68
		\$2,887,993 80
Income Account:		
Earnings expended in construction.....	\$460,974 98	
Balance of account...	61,402 21	
		522,377 19
		\$2,887,993 80

President and Superintendent.—JNO. INGLE, JR.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, W. Baker, Evansville; L. S. French, Patoka; J. W. Maddox, Vincennes; J. Alsop, Carlisle; H. K. Wilson, Sullivan; C. Rose, J. H. Turner, W. R. McKeen, Terre Haute; G. K. Steele, J. J. Daniels, Rockville.

Secretary and Treasurer.—J. E. MARTIN.

Assistant Supt.—L. PEARSON.

Railroads in California.

California is making rapid progress, all things considered, in the construction of a home railroad system, connecting with and supplementing the transcontinental road. Three or four principal lines are now being built, which will form the commercial spinal cord of the Pacific coast, its northern end reaching the pine forests, coal beds, and wheat fields of Puget Sound, and the southern end running through the semi-tropical portion of California—the land of the olive, citron, orange and lemon—to the Colorado river and the door of our sister Republic of Mexico. The southern portion of the road will form the Pacific end of the main Southern Pacific transcontinental line. Eighty miles of it—from San Francisco to Gilroy—are already in operation, while 156 miles—from this city to Junction station, via the Central Pacific Road—have long been in use. Nearly 100 miles of the northern end of the great railroad chain are now completed, and form the California

and Oregon branch of the Central Pacific Road. The telegraph to-day informs us that J. H. Strowbridge, who acted as Working Superintendent of the Central Pacific Road, has been placed on the California and Oregon Road. He has taken with him a large force of Chinese laborers, who are to be added to the Mongolian army that is already at work on the line. The determination is to reach Tehama—123 miles from Sacramento—before the rain sets in. With Strowbridge leading, and the Central Pacific Company backing, there can be little doubt that this intention will be accomplished. The California and Oregon Road runs through the entire length of the Sacramento Valley, which is the great granary of the State, and the climate of which being much more humid than that of the South, is our most reliable seat of wheat production. The surveyors of this road have reached a point in Shasta Valley nearly 200 miles north of Sacramento, and not far from the Oregon boundary, toward which State both the survey and the grades are rapidly pushing. Progress is also being made for a local road in Oregon, which will be met by and connect with the California and Oregon line in progress northward. This system of railroads will have a total length of 1,300 miles, of which at least 375 miles all told will be completed by the close of November.

We are gratified to be in a position to state—and here is a most important fact for San Francisco—that the parties who are pushing the California and Oregon Road southward are also actively preparing for immediate work on the Southern Pacific. The lately advertised consolidation of the San Jose, Gilroy and Southern Pacific Roads was the initiatory step in the work of progress on the latter road. There is much room for congratulation that such a great internal railroad system is not only mapped out, but is actually making the most satisfactory progress at both its southern and its northern ends. The building and completion of this railroad system must bring both employment, money and population to our State, while it will vastly enlarge the circle of land that may be profitably cultivated. All of these local roads will, of course, be feeders of, and will in time be fed by the main Central Pacific line. The profits of the transcontinental road, on its Pacific side at least, have already surpassed the expectations of its most sanguine friends; but when the Pacific coast is supplied, as it is rapidly being, with much-needed local railroads, and when its invariable western attendants—population and wealth—follow, the profits of the line across the continent will be as greatly increased as our prosperity will be stimulated and strengthened.—*San Francisco Bulletin.*

New Railroad Project in Ohio.

The enterprise of building a northwest road, of which we spoke some weeks since, has at last assumed a somewhat definite shape, and the surveyors are now out on the line. The road as contemplated, will leave the Ohio river at a point near Ironton, pass through the iron and coal regions of Southern Ohio on to Hillsboro, through Vienna, to Wilmington, crossing the Little Miami Railroad at Clinton Valley; thence to Dayton, where there will be connections to Chicago and Toledo. The road, if built, will be an important one, as the southern end will no doubt soon connect with the Chesapeake and Ohio Railroad, when a complete line of road will be opened from Chicago to Norfolk. This enterprise should meet from our citizens every encouragement in their power. The route is a practicable one, and would develop the interests of this county to a great extent, besides opening up the rich mineral fields of Southeastern Ohio. Coal would be cheapened and manufactures encouraged. Let the road be built by all means, and whatever is necessary to be done let our citizens actively encourage. We understand that \$4,000 per mile will grade the road, and that the Chesapeake and Ohio Company will finish it. We shall know more definitely the

shape matters will take when the engineers report.—*Wilmington (Ohio) Journal.*

St. Paul and Chicago Railroad.

An important section of the railroad lines of Minnesota and Wisconsin has been finished by the opening of the St. Paul and Chicago Railroad to Red Wing. The road will be eventually extended to Winona, and by way of the St. Paul and Milwaukee Road its passengers and traffic will come to this city. From St. Paul to a point on the river opposite Hastings the road runs nearly on an air-line, the whole distance being 19.1 miles. At Hastings an iron bridge, six hundred feet long, is to be constructed, upon which work is already begun, the cost of which is estimated at \$200,000. It is to be built with three piers and an improved draw. The distance from Hastings to Red Wing is twenty-one miles, and the last work of laying the rails and getting them in readiness for trains, was last week completed. Along the whole line of the road work will be continued through the winter. There will be finished this year fourteen miles from Minnesota City to the north bank of White River. It is sixty-three miles from Winona to Red Wing. The completion of the whole line will shorten the time between Minneapolis and this city very materially.—*Milwaukee, Wisconsin, Nov. 9.*

Albany, Sand Lake and Stephentown R.R.

The *Troy Whig*, of Nov. 12th, says there have been several surveys of the new railroad which is to connect with the New York Central and Hudson River railroads at East Albany and run thence through Sandlake to the Hoosak tunnel, the last of which has just been completed, and it is thought the route thus laid out will be the one adopted. It has been found that the best grade can be obtained by passing north from Albany to within a mile of Troy, whence the road is to be turned eastwardly through Sandlake. It is claimed that this road will cut off forty-six miles of the distance between that vicinity and the tunnel, as traveled on existing roads. The residents along the proposed route are highly pleased with the prospect of having a railroad outlet for their produce, and we are told have subscribed for considerable of the stock.

The directors of the Ware River (Mass.) Railroad have located the section of the road from Ware to Baldwinsville by way of the Burnshirt valley, according to the terms of the charter. The route through East Templeton was found to have long grades of more than sixty feet to the mile, and would be more expensive to build and to operate, though promising more business than the easier route which passes a little west of the village of Templeton.

A corps of engineers, under the charge of N. P. Hobart, have commenced to make a survey for a route for the proposed extension of the Wilmington and Reading Railroad from Birdsboro' to Wilmington. The route will probably be located.

At Thurlow Station a branch railroad is now being built to connect the Philadelphia, Wilmington and Baltimore Railroad with Front street, in the new borough of South Chester, and to extend eastward to the city line.

The Portland and Kennebec Railroad Company advertise that they are ready to pay the bonds given by the cities and towns on the road, twenty years ago, to help build the road.

Movements of Produce.

The Receipts of certain articles of domestic produce at the port of New York for ten months from January 1st, were:

	1869.	1870.
Ashes, bbls.....	7,809	6,521
Breadstuffs—		
Wheat flour, bbls.....	2,645,951	2,234,687
Cornmeal, bbls.....	178,422	163,506
Wheat, bush.....	17,868,847	18,340,024
Rye, bush.....	270,447	467,016
Oats, bush.....	5,698,118	7,824,760
Barley, bush.....	727,772	2,799,048
Peas, bush.....	46,465	181,952
Corn, bush.....	9,269,897	7,525,174
Cotton, bales.....	506,715	615,174
Naval Stores—		
Crude turp, bbls.....	12,897	6,329
Spirits turp, bbls.....	55,961	59,542
Rosin, bbls.....	477,414	451,507
Tar, bbls.....	67,247	45,945
Pitch, bbls.....	6,209	2,292
Provisions—		
Pork, bbls.....	72,842	94,560
Beef, pkgs.....	52,947	70,476
Cutmeats, pkgs.....	70,634	80,156
Butter, pkgs.....	526,936	407,614
Cheese, pkgs.....	1,125,150	1,227,867
Lard, tcs. and bbls.....	62,112	62,200
Do., kegs.....	12,815	22,172
Whiskey, bbls.....	142,648	164,788

The Exports from New York to foreign ports of certain leading articles of domestic produce for ten months from January 1st, were:

	1869.	1870.
Ashes, Pots, bbls.....	3,505	2,440
Do., Pearls, bbls.....	79	58
Beeswax, lbs.....	156,624	240,164
Breadstuffs—		
Wheat flour, bbls.....	1,258,248	1,594,184
Rye flour, bbls.....	4,150	3,422
Cornmeal, bbls.....	116,340	68,396
Wheat, bush.....	15,736,279	14,774,508
Rye, bush.....	130,948	92,431
Oats, bush.....	46,414	17,890
Barley, bush.....	.....	.....
Peas, bush.....	83,084	142,916
Corn, bush.....	1,588,792	352,458
Candles, bxs.....	42,754	34,211
Coal, tons.....	39,850	32,756
Cotton, bales.....	235,423	343,055
Hay, bales.....	27,174	33,824
Hops, bales.....	67,798	19,776
Naval Stores—		
Crude turp, bbls.....	496	403
Spirits turp, bbls.....	16,991	14,903
Rosin, bbls.....	892,120	361,561
Tar, bbls.....	30,324	14,259
Pitch, bbls.....	4,306	8,220
Oils—whale, galls.....	15,718	104,403
Do., sperm, galls.....	575,085	453,416
Do., lard, galls.....	28,434	19,306
Do., linseed, galls.....	11,968	6,650
Provisions—		
Pork, bbls.....	61,136	72,805
Beef, bbls.....	28,128	20,231
Do., tcs.....	46,494	39,267
Cutmeats, lbs.....	43,239,628	24,337,530
Butter, lbs.....	940,586	1,164,926
Cheese, lbs.....	52,263,935	54,249,286
Lard, lbs.....	26,866,302	23,788,676
Rice, tcs.....	249	1,174
Do., bbls.....	3,421	21,863
Tallow, lbs.....	18,339,818	15,429,124
Tobacco, crude, pkgs.....	103,963	78,432
Do., manf., lbs.....	5,099,051	5,389,447
Whalebone, lbs.....	203,731	317,278
Petroleum, galls.....	56,294,109	76,309,781

A transfer track is being laid at the railroad depot in La Crosse, for the transfer of freights and cars across the river, between the Southern Minnesota and the Milwaukee and St. Paul Railways. It is to be so constructed as not to be affected by high or low water.

Buffalo and Lake Huron Railway.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JUNE 30, 1870.

The directors, in their report for the half-year ending 31st December 1869, were enabled to announce that the agreement with the Grand Trunk has been confirmed by the Canadian Legislature, and having received the royal assent, had become law.

The interval since that date has been mainly occupied by your board in carrying out the multifarious and laborious readjustments, conversions of stocks, and other arrangements rendered necessary by the act, and in furtherance of the resolutions passed at the last general meeting of the proprietors. Thus, the Buffalo and Lake Huron ordinary stock—viz., 60,000 shares of 20/10s. each, representing nominally 1,230,000/., has been called in for the purpose of cancellation and conversion into half Grand Trunk fourth preference, and half Grand Trunk ordinary stock.

The late Buffalo and Lake Huron preference shares have, in like manner, been called in for cancellation and conversion into the company's newly created shares, 52,513, of 10/., each, which will henceforth constitute the sole share capital of the Buffalo and Lake Huron, and be dependent for dividends on the sums receivable from the Grand Trunk after payment of the bond interest, management, and other expenses.

Under the act the annual sums payable by the Grand Trunk to the Buffalo and Lake Huron are as follows:

For the year ending 30th June 1869.....	£242,500
" " " 1870.....	45,000
" " " 1871.....	50,000
" " " 1872.....	55,000
" " " 1873.....	60,000
" " " 1874.....	65,000
" " " 1875.....	66,000
" " " 1876.....	67,000
" " " 1877.....	68,000
" " " 1878.....	69,000
" " " 1879.....	70,000
and thereafter.....	70,000

The first two amounts as above have been promptly settled by the Grand Trunk, and are in course of rapid distribution in the terms of the act. When this is effected, all due interest on the entire bond debt up to date will have been discharged.

Pending the final adjustment and completion of these operations, the position of the company financially must be regarded as transitional, but the ultimate result may be approximately indicated as follows:

The Bond Debt.	
Bonds due 1872.....	= £125,000
" " 1873.....	= 175,000
" " 1874.....	= 243,500
" " 1875.....	= 96,192
" " 1876.....	= 123,866
	£763,558

all bearing interest at 5½ per cent. per annum, which will absorb 41,995/., per annum, whilst the surplus of rents receivable from the Grand Trunk it is expected will be sufficient to pay the following augmenting dividends on 525,135/., of share capital.

For the year ending—	
30th June 1871, 1½ p. ct. per ann. on the par price.	
" " 1872, 2½ " " " "	
" " 1873, 3½ " " " "	
" " 1874, 4½ " " " "	

with a further small annual addition, until for the year ending 30th June 1879 and thenceforward the dividend should be, at least 5 per cent.

It is with satisfaction that the board are able to announce the termination of the differences and litigation between the town of Brantford and the company. This was facilitated by the visit of the secretary, Mr. Short, to Canada, in the spring of the year, which was followed by an offer from the Corporation to compromise their claim by a sale of their interest in the bonds of the railway held

by them. The opportunity thus presented to terminate a state of things inimical to the interests of all concerned the directors considered it their duty to embrace, and they accordingly purchased the bonds (82,300/.) and overdue coupons held by the town, on terms equitable to both parties, and by which, a considerable pecuniary saving to the company is effected. To carry out this purchase, a loan of 60,000/., has been contracted, against which bonds and unissued shares of the company have been hypothecated.

St. Louis and the Southeast.

It is about a year since the St. Louis and Iron Mountain Railroad was completed to Belmont, opposite the northern terminus of the Mobile and Ohio Railroad. The extension to that place was made expressly for the purpose of giving St. Louis direct rail connection east of the Mississippi to the South and Southeast. In order that the connection might be as perfect as possible and that cars might run through from St. Louis to New Orleans, Mobile, Nashville, Chattanooga, Atlanta, Augusta, Savannah, Charleston, and the other chief towns of the South, the gauge of the Iron Mountain road was changed from the 4 feet 8½ inch gauge common in the North, to the 5 feet gauge, which prevails south of the Ohio. Thus the Iron Mountain road deliberately relinquished connections with the North and East in order to secure closer relations with the South. It is true that no immediate sacrifice was required, for at that time loaded cars were not transferred across the Mississippi at St. Louis; but the prospective completion of the bridge at that point promised a connection which could hardly fail to be of the greatest advantage. But by this change of gauge the Iron Mountain road was committed to the interests of the South and St. Louis. It is the only road which must take freight exclusively to St. Louis and none through it.

When the extension to Belmont was completed we described the importance of the connections which could be made by a ferry transferring cars between Columbus and Belmont. The Iron Mountain Company at once made preparations for such a transfer, purchased a boat, and constructed the grade down the river bank. Yet the running of the through trains has been delayed until the present time. This delay has been caused by high water in the Mississippi and other causes which have hindered the construction of the inclined plane on the Kentucky side. Charges have been made that the Mobile and Ohio Company was purposely delaying its completion, but that company in its annual report has expressly denied them.

But at last the arrangements for the transfer have been completed, and the first through passenger train from St. Louis to the South Atlantic coast left St. Louis on the morning of the 20th inst., with a party of excursionists. The train, consisting of one day, one sleeping and one baggage car, left St. Louis in the morning, ran through without delay and with only short halts to Nashville in less than twenty-four hours and arrived at Atlanta, six hundred and sixty-eight miles from St. Louis, on the morning of the second day, in but thirty-three hours running time. Thence the train was run to Macon and Savannah, from Savannah to Augusta, from Augusta to Charleston, back from Charleston to Augusta, thence by the direct route to Atlanta, to Chattanooga by the route followed in the outward journey, thence by the Memphis and Charleston Railroad to Memphis, whence the run was made homeward by way of Grand Junction, we believe, and not by the Memphis and Louisville line.

It is announced that a freight express line will dispatch loaded cars between St. Louis and any of the points mentioned without breaking bulk,

and also that passenger cars will be run through between St. Louis and Chattanooga in about twenty-four hours.

The importance of these connections to St. Louis is not easily over estimated. They give it access at once to the whole South and Southeast by direct and unbroken routes such as no other city except Louisville can boast. And the importance of the connection is the greater because its relations with these sections are naturally intimate. It is or can readily be made a great receiving depot of all the agricultural products needed in the South—corn, forage, flour, provisions and mules—and it should also be able to supply the South with many important manufactured articles, such as agricultural implements and machinery. In this trade it will have Louisville now and Cincinnati hereafter (when it has a Southern Railroad) to compete with, but it ought certainly to obtain a large share of it, and in products peculiarly western to hold the first place.—*Chicago R.R. Gazette*, Oct. 29.

Receipts and Expenditures of the U. S.

The following is a statement of the total net receipts and expenditures of the government of the United States from its organization, March 4, 1789, to June 30, 1870. The detailed statement of the receipts and expenditures, from which this table is taken, is now being prepared at the Treasury Department to accompany the annual report of the Secretary:

RECEIPTS.	
Customs	\$2,774,990,382 66
Internal revenue	1,488,722,307 70
Direct tax	26,659,317 05
Public lands	189,824,825 40
Miscellaneous	198,373,498 58
Dividends	9,720,136 29
Premiums	159,118,950 34
Interest	485,224 45
Total net receipts	\$4,847,394,642 47
Add gross amounts received from loans & Treasury notes	6,825,772,517 91
Total	\$11,673,167,160 38
EXPENDITURES.	
Army	\$3,926,888,822 61
Navy	816,220,310 16
Indians	122,616,573 33
Pensions	221,153,156 32
Miscellaneous	858,154,928 33
Premiums	43,096,739 63
Interest	1,046,827,786 17
Total net ordinary expenditures	\$7,084,958,326 55
Add gross expenditure for redemption of loans and Treasury notes	4,357,930,869 86
Total	\$11,492,889,196 41
Apparent balance with the Treasurer June 30, 1870	180,277,963 97
From this apparent balance must be deducted the following unavailable items in the hands of depositories credited:	
Treasurer	\$2,673,847 46
Deposited with the States	28,101,644 91
	30,775,492 37
Leaving the actual net available balance in the Treasury June 30, 1870	\$149,502,471 60

The directors of the Albemarle and Chesapeake Canal are: Marshall Parks, M. Courtright, A. C. Powell, H. A. Richmond, Washington Reed, Henry Ghiselin and S. K. Jackson. President, Marshall Parks. Treasurer, B. F. Tebault.

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Nov. 15th, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

109,182.—Lock for Railroad Switches, Alonzo W. Cram, St. Louis, Mo.

109,188.—Dumping Car, Peter K. Dederick, Albany, N. Y.

109,195.—Steam Boiler, Daniel Flynn, Fall River, Mass.

109,210.—Railway Rail Joint, Noah Hill, Leavenworth City, Kansas.

109,233.—Device for delivering Mail Bag to Cars, James B. McLain, Newark, Ohio, assignor to Henry W. Wyeth, same place.

109,237.—Mode of preventing the heating of Axles or Journals, Eliza D. Murfey, New York, N. Y.

109,239.—Material for Bearings, and Journals, Eliza D. Murfey, New York, N. Y., assignor to "The Manhattan Packing Manufacturing Co.," same place.

109,310.—Railway Car Wheels, John N. Farrar, Pepperell, Mass.

109,312.—Railway Car Spring, Herman Gardner, New York, N. Y.

109,319.—Journal Bearings, David A. Hopkins, Jersey City, N. J.

109,320.—Railway Car Wheel, Lewis B. Hunt, New York, N. Y.

109,326.—Opening and Shutting Device for Railroad Car Window, John F. Lash, Toronto, Canada.

109,346.—Wood and Coal Dumper for Railways, Richard B. Robbins, Adrian, Mich.

109,347.—Railway Car Bumper and Draw Head, Alex. Ross and John Arthur, Freeport, Ills.

109,358.—Spring for Railway Car Truck, William M. Taylor, Newburg, Ohio.

American Iron Industry.

The report of the Secretary of the American Iron and Steel Association shows a wonderful growth of the iron industry of the country. Several of the Western States, which a few years ago were dependent upon other sources for their Pig Iron, are now practically self-sustaining. The total product of Anthracite Pig Iron in the United States has grown from 519,211 tons in 1860 to 971,150 tons in 1869. The product of bituminous coal furnaces has increased with equal rapidity. It amounted to 558,341 tons in 1869, which was an increase of 63 per cent. over the product of 1868, of 74 per cent. over that of 1867, of 105 per cent. over that of 1866. In 1854 the product in this class was 54,485 tons, since which the annual average increase has been 54½ per cent. The production of Charcoal Iron in 1869 was 392,150 tons, viz: 38,000 in the New England States, 134,000 in the Middle States, 206,500 in the Western States, and 13,650 in the Southern States. In the Southern States a number of old charcoal furnaces that were out of blast when the war ended have recently been repaired and ligoted. Three of these are in Alabama, which State is making a great effort to develop her mineral resources. The total product of Pig Iron of all kinds in the United States in 1869 was 1,916,641

tons, having been more than doubled in a period of four years. The production of railroad iron in 1869 reached 593,586 tons of 2,000 lbs. each, against 189,813 tons in 1861. Of the product of rails for 1869, 9,650 tons were Bessemer Steel. During 1869, we imported 345,000 tons, making, with the 593,586 tons manufactured here, a total consumption of 938,586 tons. Taking into consideration the growth of our railroad system, the requirements of the country for the coming five years will doubtless average over a million tons per annum. The product of rolling mills other than rails for 1869 was 642,420 tons, comprising 292,500 tons of bar and rod, 36,320 tons sheet, 68,000 tons plate, and 17,200 tons hoop iron, 146,400 tons spikes and nails, and 72,000 tons axles, &c. Of the same kind of manufactures we imported 120,795 tons; making a total consumption of rolled iron other than rails, in 1869, of 763,215 tons. Notwithstanding the substantial progress which the American iron industry is making, we thus continue to draw heavy supplies from Great Britain, the shipments thence to the United States in 1869 of all kinds reaching 596,554 tons. Of this quantity, 300,446 consisted of rails. Great Britain increased her exports of railroad iron to all parts last year to 53.5 per cent., Russia being the next best customer after the United States.

Lancaster Railroad.

Last winter the Legislature of Massachusetts chartered the "Lancaster Railroad Corporation," with authority to build a new railroad from some point on the Worcester and Nashua Railroad, in Lancaster, through the towns of Bolton, Stow, Acton and Hudson to the Sterling and Lancaster branch of the Fitchburg Railroad. The Sterling and Lancaster branch is chartered, but not built; the present plan is to build the proposed road immediately, making a new route from the city of Boston, leaving the Nashua road in Lancaster, and entering on the Fitchburg road at West Concord, thus obviating the present necessity of going around by Groton Junction. Mr. C. C. F. Bent, formerly engineer of the Lake Superior and St. Paul Railroad, has been appointed engineer of the Lancaster road, and is engaged in locating the line. The directors now expect to break ground in earnest next spring. The president of the Lancaster road is George A. Parker, Esq., of Lancaster, who is himself one of the first engineers of the country.

Iron Trade of Lake Superior.

The following is a comparative table showing the shipments of ore from the ports of Marquette and Escanaba, for the season up the 10th day of November:

IRON ORE.		
	Gross tons.	Net tons.
From Escanaba	373,076	417,844
From Marquette	366,671	410,671
Total ore	739,747	828,515
PIG IRON.		
From Escanaba (to Nov. 1.) ..	6,353	7,115
From Marquette	22,914	25,664
Total pig iron	29,267	32,779
Total ore and pig iron	769,004	861,294

An adjourned meeting of the stockholders of the James River and Kanawha Canal Company was held in Richmond on the 10th inst. The President and Board were authorized to negotiate a loan of \$500,000 on the bonds of the company to pay for the repairs of the canal. Major Carrington was re-elected President.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable	Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods	Last Dividend Payable
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69	Is. tord and New Haven...100	3,300,000	J.A.J.&O	Oct. '70	Port, Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '70
American Central...100	800,000	J. & J.	Jul. '69	Hannibal and St. Joseph...100	3,000,000	Aug. '70	Aug. '70	Providence & Worcester...100	1,800,000	J. & J.	July '70
Atlantic and West Point...100	1,232,200	J. & J.	July '70	Do. oo pref.100	6,232,880	Aug. '70	Aug. '70	Raleigh and Gaston...100	2,000,000	J. & J.	Jul. '69
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	Nov. '70	Rensselaer and Saratoga...100	3,000,000	A. & O.	Oct. '70
Atlantic & Gt. Western 50	25,379,923			Housatonic...100	320,000	J. & J.	July '70	Richmond and Danville...100	2,000,000		
Do. pref. 50	1,919,000			Huntingdon & B'd Top 50	494,390	J. & J.	July '70	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,494,900	M. & S.	Sept. '70	Do. pref. 50	190,750	J. & J.	Jan. '68	Rich. Fred. and Potomac...100	1,041,900		
Augusta and Savannah...100	733,700	J. & J.	Jan. '70	Illinois Central...100	26,278,710	F. & A.	Aug. '70	Rockport...100	88,400		Nov. '67
Baltimore and Ohio...100	16,151,962	A. & O.	Oct. '70	Indianapolis, Cin. & Lafayette...100	6,185,897	M. & S.	Sept. '70	Rome, Watert. and Ogden...100	2,400,000	J. & J.	July '70
Do. Washington Br. 100	2,860,000	F. & A.	Aug. '70	Jeffersonv. Mad. & Ind. 100	2,000,000	J. & J.	Jan. '68	Rutland preferred...100	2,300,000	F. & A.	Aug. '69
Baltimore City Passenger 100	670,000	A. & O.	Apr. '68	Joliet and Chicago...100	1,500,000	J.A.J.&O	Oct. '70	St. L. Alf. and T. Haute...100	2,040,000	Annual	June '70
Bay de Noquet & Marq. 100	1,250,000	J. & J.	July '70	Joliet & North. Indiana...100	300,000	J. & J.	July '70	St. L., Jack'nv. and Chic'o...100	1,469,429		
Bevidere Delaware...100	996,250	J. & J.	Jun. '69	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '70	Sandusky and Cincinnati...100	2,089,000		
Berkshire...100	600,000	J.A.J.&O	Oct. '70	Do. guar. 100	633,500	F. & A.	Aug. '70	Do. pref. 100	445,506	M. & N.	Nov. '70
Blount & Corning...50	250,000	J. & J.	July '70	Lackawanna & Bloomburg 10	1,325,000	J. & J.	Jan. '70	Sand, Mansf. and Newark...100	901,341		
Boston and Albany...100	13,725,100	A. & O.	Oct. '70	Leeds and Farmington...100	2,158,565	J. & J.	Jan. '70	Savannah and Charleston...100	1,000,000		
Boston and Chelsea...100	110,000	A. & O.	Oct. '70	Lehigh and Mahanoy...50	5,739,800	M. & N.	Jan. '67	Schuykill and Susquehanna...50	1,269,150	J. & J.	July '70
Boston, Concord & Mont. 100	459,800	M. & N.	Nov. '70	Lehigh Valley...50	16,331,400	J.A.J.&O	Oct. '70	Second and Third St. (Ph.) 50	203,757	J. & J.	July '70
Do. pref. 100	1,340,400	J. & J.	July '70	Lehigh Luzerne...50	344,550	J. & J.	Jan. '69	Schuykill Valley...50	676,050	M. & N.	Nov. '70
Boston and Lowell...500	1,891,500	J. & J.	July '70	Little Miami...50	3,572,400	J. & J.	Jun. '70	Seaboard and Roanoke...100	888,200	J. & J.	July '70
Boston and Maine...100	4,076,974	J. & J.	July '70	Little Schuylkill...50	2,646,100	J. & J.	July '70	Second Avenue (N. Y.)...100	670,000		July '70
Boston and Providence...100	3,830,000	J. & J.	July '70	Lomb. and South St. (Ph.) 25	90,000	F.M.A.N.	Aug. '66	17th & 19th streets (Ph.) 50	130,000		July '70
Broadway (South Boston) 50	400,000	J.A.J.&O	Oct. '70	Long Island...50	8,000,000	F.M.A.N.	Aug. '66	Shamokin V. and Pottav. 50	869,450	F. & A.	Aug. '70
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	June '70	Louisv. Cin. and Lex. 50	1,621,736	J. & J.	Jul. '69	Shore Line...100	636,200	J. & J.	Jan. '70
Brooklyn City & Newt'n 100	399,800		July '70	Do. pref. 100	848,315	J. & J.	Jul. '70	Sixth Avenue (N. Y.)...100	750,000		May '70
Buffalo, Bradford & Pitta. 100	1,100,000	M. & N.	Nov. '70	Louisville and Nashville...100	8,780,501	F. & A.	Aug. '70	Somerville...100	76,000	M. & N.	Nov. '70
Buff. New York & Erie...100	950,000	F. & A.	Aug. '70	Louisv. N. Alb. & Chicago...100	2,800,000	A. & O.	Oct. '70	South Carolina...100	5,819,275		
Buffalo and Erie...100	5,000,000	A. & O.	Oct. '70	Lowell and Lawrence...100	200,000	J. & J.	Feb. '70	South Shore...100	269,685		Jul. '68
Cambridge Horse (Boston) 100	777,800	F. & A.	Aug. '70	Lowell Horse...100	55,330	J. & J.	Oct. '70	South Western, Georgia...100	3,939,900	F. & A.	Aug. '70
Camden and Amboy...100	6,000,000	J. & J.	July '70	Macon and Western...100	2,000,000	J. & J.	July '70	Staten Island...100	600,000	J. & J.	Jul. '67
Camden and Atlantic pref. 50	300,000			Mahanoy & B'd Mount n 50	1,676,915	M. & N.	Nov. '70	Stony Brook...100	267,800	M. & N.	May '70
Camden & Burlington Co. 100	331,000	J. & J.	July '70	Maine Central...100	1,611,500			Steubenville and Indiana...100	1,983,141		
Cape Cod...50	721,926	J. & J.	July '70	Manchester & Lawrence...100	1,000,000			Stockbridge & Pittsfield...100	443,700		
Cape May and Millville 50	447,000	J. & D.	June '70	Marionetta & Cincinnati...100	3,029,778			Summit Branch...100	250,000	F. & A.	Aug. '70
Catawissa...50	1,160,000	M. & N.	Nov. '70	Do. 1st pref. 50	813,000	M. & S.	Sept. '66	Syr., Bingham. and N. Y. 100	1,314,130	J. & D.	Jun. '70
Cayuga pref. 50	2,200,000	J. & J.	July '70	Do. 2d pref. 50	4,460,368	M. & S.	Sept. '66	Taunton Branch...100	260,000		
Cayuga & Susquehanna...50	589,110	M. & N.	Nov. '70	Memphis and Charleston...100	6,312,725			Tennessee and Alabama...100	596,925	J. & J.	July '70
Cedar Rapids & Mo. pref. 100	765,000	J. & J.	July '70	Memphis and Ohio...100	670,000	J. & J.	July '70	Terre Haute and Indiana...100	1,983,150	J. & J.	July '70
Central of Georgia...100	4,666,900	J. & J.	July '70	Metropolitan (Boston)...100	1,250,000	J. & J.	July '70	Third Avenue (N. Y.)...100	1,750,000	J. & J.	May '70
Central of New Jersey...100	15,000,000	J. & J.	July '70	Michigan Central...100	11,197,348	J. & J.	July '70	Thirtieth and Fif. (Ph.) 50	2,700,000		January, 1870
Central Ohio...100	2,600,000	J. & D.	June '70	Middlesex (Boston)...100	400,000	A. & O.	Oct. '70	Tol., Peoria and Warsaw...100	1,700,000		1870
Do. pref. 100	400,000	J. & J.	July '70	Mill Creek and Minehill...50	323,775	J. & J.	Jan. '70	Do. (E. D.) pref. 100	1,700,000		
Con. Park, N. & E. River...100	970,000	J.A.J.&O	Oct. '70	Millville and Glassboro...100	405,020	F. & A.	Feb. '70	Do. (W. D.) pref. 100	1,800,000		
Chemung...100	380,000	J. & J.	July '70	Millw. & Prairie du Chien...100	1,000,000			Tol., Wabash and West...100	11,700,000	M. & N.	May '70
Chemung preferred...100	2,017,925	J. & J.	July '70	Do. 1st pref. 100	7,065,104			Troy and Boston...100	607,111	J. & D.	Jun. '70
Chicago and Alton...100	5,141,800	M. & S.	Sept. '70	Do. pref. 100	9,744,000			Troy and Greenbush...100	274,400	M. & N.	Nov. '70
Do. pref. 100	2,426,400	J. & J.	July '70	Milw. & St. Paul...100	9,744,000			Union Transport'n (Bos.)...100	200,000	J. & J.	July '70
Chicago, Burl. & Quincy 50	13,825,025	M. & S.	Mar. '70	Mobile and Ohio...100	3,762,400	J. & J.	Jul. '70	Union (Phila.)...50	291,475	J. & J.	July '70
Chicago, Iowa & Nebras. 100	2,600,000	J. & J.	July '70	M. Hill & Schuylk. Haven 50	1,444,100	J. & D.	Dec. '67	Utica and Black River...100	834,400	J. & J.	July '70
Chicago and Milwaukee...100	2,237,000	J. & D.	June '70	Montgomery & W. Point...100	7,880,100	M. & N.	Nov. '70	Vermont and Canada...100	2,600,000	J. & D.	Dec. '70
Chicago & N. Western...100	14,560,162	J. & D.	Dec. '69	Morris and Essex...50	282,330	J. & J.	July '70	Vermont Central...100	5,000,000		
Do. pref. 100	18,159,097	A. & O.	Oct. '70	Nashua and Lowell...100	720,000	J. & J.	July '70	Vermont and Massachusetts...100	2,800,000	J. & J.	July '70
Chicago, B. I. & Pacific...100	16,000,000	A. & O.	Oct. '70	Nashville & Chattanooga...100	2,066,544	F. & A.	Feb. '70	Vicksburg and Meridian...100	357,408		
Cin. Ham. & Dayton...100	3,500,000	J. & J.	Jan. '68	Naugatuck...100	1,936,000	J. & J.	July '70	Virginia Central...100	3,353,676		
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '68	New Bedford & Taunton...100	500,000	J. & J.	July '70	Virginia and Tennessee...100	3,506,300		
Do. Street...100	428,646	M. & N.	Nov. '70	New Haven & N. London...100	738,538	J. & J.	July '70	Western Union...100	4,707,663		
Cin. Sand. & Clev. pref. 50	192,750	J. & J.	July '70	N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '68	West Jersey...100	1,200,000	F. & A.	Aug. '70
Citizens' Passenger (Phila.) 50	10,460,000	F. & A.	Aug. '70	New Jersey...100	6,250,000	F. & A.	July '70	West Philadelphia...100	249,100	J. & J.	July '70
Cleveland & Mahoning...100	2,056,400	M. & N.	Nov. '70	New London Northern...100	895,000	A. & O.	Oct. '70	Wilm. and Weldon...100	1,463,776	J. & J.	July '70
Cleveland and Pittsburg...50	5,958,775	F.M.A.N.	Nov. '70	N.Y. Central & Hudson R. 100	45,000,000	A. & O.	Oct. '70	Winchester and Potomac...100	1,547,650		
Cleveland and Toledo...50	5,000,000	F. & A.	Aug. '70	Certificates...100	44,600,000	A. & O.	Oct. '70	Warren...100	1,617,650	J. & J.	July '70
Cool, Chi. & Indiana Cen. 100	10,460,000	J. & D.	June '70	New York and Harlem...50	5,500,000	J. & J.	July '70	Worcester and Nashua...75	1,622,500	J. & J.	Jul. '70
Columbus and Xenia...50	1,786,200	M. & N.	Nov. '70	Do. pref. 50	1,500,000	J. & J.	July '70				
Concord...100	350,000	J. & J.	July '70	New York & New Haven...100	9,000,000	J. & J.	July '70	CANALS.			
Concord & Port. guar. 100	500,000			N. Y., Provid. & Boston...100	2,000,000	J. & J.	July '70	Chesapeake and Delaware 50	1,818,963	J. & D.	June '70
Coney Island & Brooklyn 100	139,000	F. & A.	Aug. '70	Niag. Bridge & Canada...100	1,000,000	J. & J.	July '70	Chesapeake and Ohio...25	8,228,596		
Conna. & Passum. Rivers 100	1,822,100	J. & J.	July '70	Ninth Avenue...100	797,400	J. & J.	July '70	Delaware Division...100	1,633,550	F. & A.	Aug. '70
Do. pref. 100	1,700,000	A. & O.	Apr. '70	Norfolk & Petersburg guar. 100	137,500	J. & J.	July '70	Delaware and Hudson...100	10,000,000	F. & A.	Aug. '70
Connetquot River...100	1,216,900	A. & O.	Apr. '70	North Carolina...100	4,000,000	M. & N.	Nov. '70	Delaware and Raritan...100	2,621,300	F. & A.	Aug. '70
Cumberland Valley...50	400,000			Northern Central...50	6,000,000	J. & J.	July '70	Erie of Pennsylvania...50	64,000		
Danbury and Newicks...100	2,390,646	J. & J.	July '70	North Eastern (S. C.) pref. 100	155,000	J. & D.	Dec. '70	Lehigh Coal and Navigat. 50	8,739,800	M. & N.	My '67
Dayton and Michigan...100	694,240	J. & J.	July '70	Northern of N. Hampsh. 100	3,068,400	J. & D.	Jan. '70	Monongahela Navigation...50	728,100	J. & J.	July '70
Delaware...100	13,886,020	J. & J.	July '70	North Pennsylvania...50	3,150,150			Morris (consolidated)...10	1,025,000	F. & A.	Feb. '67
Del. Lackaw. & Western...100	1,820,200			Norwich & Worcester...100	3,040,900	J. & J.	Aug. '70	Do. (preferred)...100	1,175,000	F. & A.	Feb. '70
Des Moines Valley...100	452,350			Ogdensb. & L. Champ'n 100	1,994,900	J. & J.	Oct. '70	Pennsylvania...50	4,300,000		
Detroit & Milwaukee...100	2,095,000	F.M.A.N.	May '70	Do. pref. 100	20,000,000	A. & O.	Oct. '70	Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67
D. Dock, E. B'dw. & Bat. 100	1,200,000	J. & J.	July '70	Ohio and Mississippi...100	5,500,000	J. & D.	Dec. '70	Do. (pref.)...50	2,907,850	F. & A.	Feb. '67
Dubuque and Sioux City...100	1,873,641	J. & J.	July '70	Oil Creek & Allegheny R. 50	4,548,320	J. & J.	Oct. '70	Susq. and Tide Water...50	2,002,746		
Do. pref. 100	1,987,351	J. & J.	July '70	Old Colony and Newport...100	281,550	J. & J.	July '70	Union...50	2,907,850	J. & J.	Jan. '65
East Mahanoy...50	392,550	J. & J.	July '70	Orange and Newark...100	492,400	F. & A.	Aug. '70	W. Branch and Susq...50	1,100,000	J. & J.	Jan. '65
Eastern (Mass.)...100	8,883,300	J. & J.	July '70	Pacific of Missouri...100	3,614,515			Wyoming Valley...50	800,000	Irregular	Oct. '67
Eastern (N. H.)...100	492,500	J. & J.	July '70	Panama...100	7,000,000	J.A.J.&O	July '70				
East Pennsylvania...100	664,800			Patterson and Ramapo...100	235,500	J. & J.	July '70	MISCELLANEOUS.			
East Tenn. and Virginia...100	1,290,087	J. & J.	Jan. '68	Patterson and Hudson River 100	330,000	J. & J.	July '70	Pacific Mail Steamship...100	20,000,000	MJS&D.	Sept. '69
East Avenue (N. Y.)...100	1,000,000	F. & A.	Feb. '70	Pennsylvania...100	21,048,750	M. & N.	Nov. '70	West'n Union Telegraph...100	41,063,000	J. & J.	Jan. '70
Elm. Jeffers. & Canada...50	500,000	M. & N.	Nov. '70	Peoria & Bureau Valley...100	600,000	J. & J.	Jul. '69	American Coal...25	1,500,000	M. & S.	Dec. '70
Elmira & Williamsport...50	500,000	J. & J.	July '70	Philadelphia and Hannibal...50	600,0						

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1887.....	33,169	51,831	60,029	51,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,658
1888.....	64,468	86,987	81,396	94,481	108,886	164,729	259,590	251,832	262,770	299,422	286,562	342,743	2,300,767
1889.....	212,904	318,983	391,908	486,048	568,270	556,080	632,667	511,854	609,788	579,642	535,366	410,000	5,670,882
1870.....	418,104	394,176	488,383	638,758	768,720	729,274	784,099	806,040	833,413	804,800	.....	.....	.....
Chicago and Alton:													
1887.....	100,860	101,366	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	166,869	153,294	1,673,708
1888.....	100,991	164,418	196,808	182,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,484
1889.....	280,506	275,288	299,063	258,480	322,278	355,270	335,985	409,251	401,280	367,956	307,919	236,824	3,840,092
1870.....	220,168	222,241	280,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,696,153
1887.....	243,787	157,832	235,961	282,165	336,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,802,861
1888.....	270,117	276,140	267,094	279,121	308,342	384,504	404,012	558,101	486,196	508,746	409,569	361,701	4,508,643
1889.....	343,182	315,099	384,727	328,390	345,833	402,354	351,045	493,232	506,623	468,212	397,516	340,861	4,681,668
1870.....	293,978	323,925	344,366	334,653	396,044	411,996	421,485	501,049	493,636	488,653	.....	.....	.....
Chicago, Rock Island and Pacific:													
1887.....	140,024	130,225	122,512	126,798	144,995	170,937	189,142	160,306	210,729	216,050	196,435	201,134	1,959,267
1888.....	158,785	175,482	243,160	186,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1889.....	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1870.....	241,996	183,385	267,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	200,268	3,466,922
1887.....	224,621	272,454	289,269	207,625	276,681	297,513	297,513	444,024	566,403	509,549	442,275	377,053	4,388,614
1888.....	308,587	297,464	276,431	301,962	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1889.....	333,319	398,740	398,386	449,982	528,841	455,607	632,652	736,555	584,156	470,236	393,468	.....	5,684,100
1870.....	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	579,600	.....	.....	.....	.....
Chicago and Northwestern:													
1887.....	.....	.....	.....	.....	.....	366,100	281,384	296,109	473,186	551,122	435,945	407,688	2,811,544
1888.....	278,876	317,889	390,355	421,363	466,830	565,145	480,710	519,306	669,005	729,759	716,378	563,400	6,114,566
1889.....	541,005	482,164	499,296	468,388	585,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1870.....	390,917	523,845	537,519	558,948	925,988	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430	.....
1887.....	696,147	674,064	765,398	774,280	895,712	898,658	888,214	1,068,237	1,448,942	1,541,067	1,211,630	879,900	11,632,759
1888.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,983	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,884,471
1889.....	892,003	830,287	1,142,166	1,268,444	1,251,961	1,157,065	1,037,974	1,205,673	1,371,780	1,140,145	845,708	.....	13,856,467
1870.....	706,025	753,782	868,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,269,282	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1887.....	242,205	236,100	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1888.....	204,112	180,840	238,522	247,661	241,456	259,408	253,367	341,783	320,025	298,615	271,555	242,621	3,095,965
1870.....	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	.....	.....	.....
Illinois Central:													
1887.....	190,130	236,637	181,064	191,648	206,246	269,282	261,079	352,786	414,543	410,386	372,593	359,468	3,445,827
1888.....	299,944	271,086	275,643	289,224	334,687	407,992	433,929	511,305	478,576	496,438	437,679	424,531	4,571,028
1889.....	416,588	426,797	406,378	510,100	406,378	510,100	428,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1870.....	571,536	628,972	616,665	616,608	460,573	617,682	578,408	747,469	739,736	641,689	643,887	518,088	7,181,208
1887.....	603,683	506,266	506,465	506,266	506,266	506,266	506,266	506,266	506,266	506,266	506,266	506,266	5,066,741
1888.....	647,130	624,871	617,071	640,271	477,027	516,498	525,242	709,327	738,580	823,901	727,810	613,329	7,100,932
1889.....	587,446	586,105	444,443	518,800	672,551	626,249	549,714	794,325	889,987	931,630	685,401	681,041	7,817,629
1870.....	658,282	658,282	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,977	8,823,482
1870.....	654,587	663,391	644,374	697,571	695,263	759,215	645,768	861,355	870,584	862,171	.....	.....	.....
Marquette and Cincinnati:													
1887.....	90,411	85,447	84,351	81,181	96,388	108,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,230
1888.....	94,138	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1889.....	92,433	81,699	98,482	108,461	95,416	95,924	108,413	116,556	121,510	125,065	119,169	121,408	1,240,095
1870.....	95,517	91,666	108,558	111,033	118,648	114,496	119,388	140,473	132,669	131,019	109,629	1,390,822	.....
1870.....	90,177	96,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	.....	.....	.....
Michigan Southern & Northern Indiana:													
1887.....	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1888.....	366,196	366,361	413,974	366,180	351,489	387,095	301,613	418,575	486,803	524,760	495,072	351,799	4,826,727
1889.....	312,846	277,284	412,715	413,970	418,474	384,684	338,858	384,401	429,177	496,655	429,546	362,218	4,650,328
1870.....	305,857	311,088	396,372	409,248	357,170	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,806
1887.....	362,021	338,335	378,735	452,429	399,810	365,117	308,502	437,600	521,326	543,886	456,399	437,503	4,931,153
1889.....	1,006,998	880,593	1,140,000	478,544	445,172	408,139	727,045	838,777	1,239,725	1,279,602	1,124,745	1,048,272	.....
1870.....	981,873	1,006,961	1,162,697	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1887.....	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1888.....	242,073	245,858	236,432	238,495	236,453	260,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1889.....	278,848	262,435	278,848	338,276	271,558	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1870.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,620,550
1887.....	282,439	268,796	343,737	343,737	305,196	335,083	324,966	359,646	429,161	493,640	414,604	308,669	4,280,116
1888.....	304,095	288,661	375,210	338,952	284,977	312,012	395,993	464,778	506,296	412,934	330,373	4,871,031	.....
1889.....	343,316	304,315	362,880	415,758	369,236	325,501	321,018	392,942	456,973	511,820	410,826	390,671	4,509,263
1870.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	363,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	337,992	329,128	380,430	412,030	405,283	368,137	326,891	378,880	467,990	511,447	.....	.....	.....
Milwaukee and St. Paul:													
1887.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,693,608
1888.....	369,223	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,462	556,917	468,880	6,517,646
1889.....	454,590	330,400	420,951	600,844	678,923	680,844	586,531	525,547	724,732	1,040,102	801,135	969,669	7,250,669
1870.....	396,171	382,823	377,000	443,132	730,700	755,737	636,434	661,020	808,318	908,313	.....	.....	.....
North Missouri:													
1887.....	119,721	94,927	136,363	149,184	139,000	150,416	160,149	155,586	231,662	235,513	.....	.....	.....
1870.....	213,101	209,161	289,161	269,490	269,000	208,493	196,724	229,099	264,690	235,240	.....	.....	.....
Ohio and Mississippi:													
1887.....	210,329	260,466	309,261	269,444									

NATIONAL AND STATE SECURITIES.

National Securities Nov. 1, 1870.	Amounts outstanding.	Rate.	Interest.		When Payable.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest.		When Payable.	Market Price.
			Payable.							Payable.			
Loan of June 14, 1858.....registered coupon	\$20,000,000	5	Jan. & July.	1874	107 1/2		Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	1870-88		
Loan of June 22, 1860.....registered coupon	4,540,000	5	"	1874	108 1/2		—Troy and Greenfield Loan, stg.	3,556,580	5	"	1870-90		
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	282,733,100	6	"	1871	113		—Eastern R. R. Loan.....	1,166,500	5	Jan. & July.	1870-71		
and March 3, 1863.....coupon		6	"	1881	113		—Nor. & Wor. R. R. Loan.....	200,000	5	"	1877		
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	108 1/2		—B. H. & Erie R. R. Loan, stg.	400,000	6	"	1900		
Loan of Feb. 25, 1862 (5-20s).....registered	490,613,350	6	July.	1881	108 1/2		—State Scrip (var.).....	290,400	5	Various.	1870		
Loan of March 3, 1864 (5-20s).....registered	3,128,100	6	May & Nov.	1882	107 1/2		—Union Fund Loan of 1861.....	171,000	5	April & Oct.	1872		
Loan of June 30, 1864 (5-20s).....registered	106,066,900	6	"	1882	107 1/2		—Back Bay Loan of 1862-63.....	126,000	5	Various.	1873		
Loan of March 3, 1865 (5-20s).....registered	187,651,700	6	"	1884	106 1/2		—Bounty Fund Loan of 1863.....	244,000	6	June & Dec.	1874		
2d series (5-20s).....registered	273,952,800	6	"	1884	107		—Coast Defense Loan of 1863.....	50,000	6	Jan. & July.	1877		
3d series (5-20s).....registered	341,103,500	6	"	1885	106 1/2		—War Fund 5-20 Loan.....	650,000	6	"	1877		
4th series (5-20s).....registered	39,668,250	6	"	1885	107		—Three Years' Loan.....	720,000	6	"	1877		
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904	106 1/2		—Michigan—Sault Canal Bonds.....	1,500,000	6	"	1877		
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	1904	106 1/2		—Renewal Loan.....	200,000	6	"	1878		
Certificates of Mar. 2, 1867, and July 25, 1868.....	45,170,000	3	"	1904	106 1/2		—Two Million Loan.....	86,000	6	"	1878		
Navy Pension Fund of July 23, 1868.....	14,000,000	3	"	1904	106 1/2		—War Loan.....	1,728,000	6	"	1886		
Loans of 1842, 1847 and 1848.....	34,050	6	"	1904	106 1/2		—Bounty Loan.....	463,000	7	May & Nov.	1890		
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	6	"	1904	106 1/2		—Minnesota—Railroad Loan.....	2,275,000	7	Jan. & July.	1883		
Treasury Notes prior to 1857.....	89,625	6	"	1904	106 1/2		—Mississippi—State Bonds (for banks).....	7,000,000	6	Jan. & July.	1883		
Treasury Notes of 1867, '61 and '63.....	232,072	var.	"	1904	106 1/2		—Missouri—State Bonds proper.....	453,000	6	Jan. & July.	1883		
Treasury Notes (7-30s).....	519,350	7.3	"	1904	106 1/2		—Consols. (interest).....	2,830,000	6	"	1887		
Certificates of Indebtedness.....	5,000	6	"	1904	106 1/2		—S. W. Pacific, guar.....	13,734,000	6	"	1887		
Compound Interest Notes of 1863 and 1864.....	2,030,210	var.	"	1904	106 1/2		—Han and St. Jo. R. R. Loan.....	1,589,000	7	"	1887		
Temporary Loan of June 30, 1864.....	180,810	var.	"	1904	106 1/2		—Nebraska—(No Account).....	3,000,000	6	"	1887		
U. S. Notes (greenbacks).....	356,102,321	var.	"	1904	106 1/2		—Nevada—(No Account).....	1,089,800	6	"	1887		
Fractional Currency.....	39,289,794	var.	"	1904	106 1/2		—New Hampshire—War Loan of July 1, 1861.....	600,000	6	Jan. & July.	1887		
State Securities, latest dates.							—New Hampshire—War Loan of Sept. 1, 1864.....	1,267,000	6	Mar. & Sept.	1887		
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72		—New Jersey—War Loan of 1861 (free).....	500,000	6	Jan. & July.	1887		
—(extended).....	2,414,800	5	"	1872	72		—New Jersey—War Loan of 1861 (free).....	1,002,900	6	"	1887		
—(sterling).....	770,500	6	Jan. & July.	1870-86	102		—New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870		
—(new).....	732,800	5	"	1870-86	102		—Ohio—State Loan (New York).....	1,189,751	6	"	1878		
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1870-86	102		—Canal Stocks.....	900,000	5	"	1878		
—Aid Bonds.....	1,500,000	7	April & Oct.	1877	112		—Union Loan (Columbus).....	2,607,300	6	J. A. J. & O.	1872		
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112		—Oregon—Bounty Bonds.....	5,726,800	6	"	1873		
—Soldiers' Relief Bonds.....	177,500	7	"	1878-86	101 1/2		—Relief Bonds.....	2,250,000	6	"	1875		
—Bounty Bonds.....	470,500	7	"	1878-86	101 1/2		—Pennsylvania—State Stocks.....	500,000	6	"	1875		
Connecticut—War Bonds, My '61, (10 or 20yr).....	7,513,692	6	Jan. & July.	1871-81	101 1/2		—Rhode Island—War Loan of 1861.....	2,035,800	5	"	1874		
—Oct. '61, (10 or 20yr).....		6	"	1872-82	101 1/2		—Rhode Island—War Loan of 1861.....	2,186,600	7	Jan. & July.	1877		
—Nov. 1868.....		6	"	1883	101 1/2		—North Carolina—State Bonds (old).....	8,511,000	6	J. & J. O. A. & O.	1877		
—My '64, (10 or 20yr).....		6	April & Oct.	1874-78	101 1/2		—North Carolina—State Bonds (new).....	3,269,045	6	Jan. & July.	1882		
—May 1, 1866, (free).....		6	"	1885	101 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(various) registered.....	867,500	6	Various.	1885	101 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Florida—State Bonds.....	500,000	8	Jan. & July.	1870	91		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(Act March 12, 1860).....	170,000	7	May & Oct.	1870	91		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(W. & A. R. R.).....	3,164,500	7	Jan. & July.	1870	91		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(Atl. and Gulf R. R.).....	1,519,000	6	May & Oct.	1874	81		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(sterling).....	75,000	6	Feb. & Aug.	1878-86	101 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Illinois—New Internal Improvement Stock.....	1,635,954	6	Mar. & Sept.	1869	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Interest Bonds.....	996,649	6	Jan. & July.	1870	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Liquidation Bonds.....	193,400	6	"	1877	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Refunded Stock.....	985,900	6	"	1877	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Thornton Loan Bonds.....	104,000	6	"	1877	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—War Loan Bonds.....	543,200	6	"	1877	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Ill. and Mich. Canal.....(sterling)	792,222	6	"	1877	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(registered).....	535,367	6	"	1877	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—War Loan Bonds.....	210,000	5	May & Nov.	1868	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Iowa—State Bonds of 1868.....	200,000	7	Jan. & July.	1868	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—War and Defense Bonds of 1861.....	300,000	7	"	1861	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Kansas—War Bonds, 1861-67.....	750,000	7	Jan. & July.	1867-97	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Territorial Debt Bonds.....	100,000	6	July.	1863-84	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	1871-72	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Military Bonds.....	339,000	6	May & Nov.	1879	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Louisiana—State Bonds (Schools, &c.).....	634,500	6	April & Oct.	1869-73	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(Railroads).....	2,092,000	6	Various.	1869-73	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(Charity Hospital).....	86,000	6	Mar. & Sept.	1872	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(Levees).....	1,000,000	6	Various.	1886	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(" 1867).....	2,414,000	6	May & Nov.	1907	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(" 1868).....	3,000,000	6	"	1908	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—(Funding).....	494,800	6	Various.	1866-88	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	1869-74	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—War Loan of 1861.....	171,000	6	Various.	1875-78	99		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—1865.....	800,000	6	"	1871	100		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—1864.....	525,000	6	Mar. & Sept.	1883	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Bounty Loan of 1863.....	2,832,500	6	June & Dec.	1889	97 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
Maryland—Sterling Bonds of 1868.....	475,000	5	Feb. & Aug.	1880	98 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—converted.....	2,252,112	5	J. A. J. & O.	1865	98 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Currency Bonds of 1867.....	1,214,580	5	"	1890-90	98 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—1827.....	24,000	5	"	1880	96 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—1834-35.....	1,438,428	5	"	1870-85	96 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—1838-39.....	525,008	5	"	1890-90	95 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—1839-40.....	46,232	5	"	1890	79		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—Defense Loan of 1864-68.....	2,040,100	5	"	1883	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		
—South Relief Loan of 1867.....	105,000	5	"	1873	100 1/2		—Ohio—State Loan (New York).....	2,200,000	6	Jan. & July.	1882		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	"	1885	92½	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	3,588	7	Jan. & July.	New York.	1910	88½
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1890	....	1st Mort. (Atchison & Pike's P.)	1,000,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	69,000						2d Mortgage Governm't subsidy.	1,000,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000						Central of Georgia:						
Androscooggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98½
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	103
1st Mortgage (Pennsylvania).....		7*	"	"	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	101½
1st Mortgage (Ohio).....		7*	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	54½
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (New York).....		7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	....
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883	....	National Loan.....	25,881,000	6	"	"	1895	....
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	8,701,806	7*	"	"	18	....	Cheraw and Darlington.						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	2,000,000		— & —	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....		6*	May & Nov.	New York.	1900	90
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½	Cheshire:						
2d Mortgage.....	1,014,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	98½
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	94½	1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
Loan of 1850.....	579,500	6	"	"	1880	94½	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1896	102½
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	92½	Income bonds (2d Mortgage).....	1,078,000	7	April & Oct.	"	1883	90½
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	110½
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	400,000	7	March & Sept.	New York.	1890	....
Belleville:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Belleville and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Belvidere Delaware:							Income.....	300,000	7	"	"	1895	41
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1909	95
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	85½	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee (45 m's):						
Boston and Albany:							1st Mortgage (C. and N. W.)...	397,000	7	May & Nov.	New York.	1874	90
Sterling Loans.....	2,051,820	6*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	91½
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,592,500	7	Feb. & Aug.	"	1885	94
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
1st Mort. (Conv. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
3d Mort. conv. (1st M. on 22½ m.)	250,000	7	"	New York.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	80½	Elgin and State L. purchase b'ds	138,000	6	"	"	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	1915	88
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	....
1st Mortgage (new) for \$20,000,000		7	Jan. & July.	"	1899	24½	1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	100
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	"	1875	95
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.)	865,000	7	March & Sept.	"	1898	90
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96½	1st Mort. (Chl. & Mil. R. W. 85 m)	1,129,000	7	Jan. & July.	"	1898	....
Wharf purchase bonds.....	200,000	6	"	"	1879	98	1st Mortgage (Beloit & Mad. R.)	354,000	7	"	"	1886	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & E. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.)	7,376,000	7	"	"	1896	98½
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82½
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	"	"	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83½	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	85	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,808	7	April & Oct.	New York.	1893	90	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,548	8	"	"	1894	102½	1st Mort. (guar. by I. C.						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	92½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	93½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	91½	3d Mortgage.....	6,000,000	7	" "	" "	1883	87½
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	80½
1st Mort. (June R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	223,500	7	June & Dec.	" "	1888	80
1st Mort. (June R. R. 2d Div.)	114,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100	Sterling Loan \$200,000.....	4,844,444	6½	March & Sept.	London.	1876	
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	869,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	81½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1860	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	64½	1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
Income Bonds.....	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	'76-'77	100	2d Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	92
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	93	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Angusta.	70'-75	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	83	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,061	5½	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		2d Preference Bonds.....	7,355,986	5½	" "	" "	18—	
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4½	" "	" "	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Stock.....	25,592,860	4½	" "	" "	18—	
Danv., Urbana, Blooming. & Pekin:							Equipment Bonds.....	2,433,353	6½	April & Oct.	" "	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan \$573,088.....	2,782,387	6½	" "	Ottawa.	70'-76	
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Mortgage Bonds \$615,200.....	2,983,230	6½	" "	London.	'73-'76	
3d Mortgage.....	700,000	7	April & Oct.	" "	1888		Mortgage Bonds \$547,000.....	2,652,950	5½	" "	" "	'77-'78	
Dayton and Union:							Stock Debentures \$46,700.....	226,500	5½	" "	" "	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	89
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	81½
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	105½
State Loan.....	170,000	6	" "	" "	1876		Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	
Extension Mortgage.....	100,000	6	" "	" "	1880		Eight per cent. Loan.....	800,000	8	" "	" "	1874	106½
Delaware, Lackawann. & Western:							Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	100	Ten per cent. Loan.....	500,000	10	" "	" "	1869	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	99½	1st Mort. (Quincy and Palmyra)	500,000	8	" "	" "	18—	
2d Mort. (General) for \$2,000,000.	1,033,000	7	March & Sept.	" "	1881	94	1st Mort. (Kan. City & Cameron)	1,300,000	10	" "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	96
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fitchkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875		1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Hempfield:						
Bonds of June 30, 1866, (cond.)	1,861,639	6	" "	" "	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
2d Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7½	Jan. & July.	New York.	1891	
3d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104
1st Mortgage (construction).....	600,000	7	" "	" "	1894		3d Mortgage.....	188,000	7	May & Nov.	" "	1875	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	27½
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	3,187,500	7	April & Oct.	New York.	1875	106
East Pennsylvania:							Construction.....	332,000	6	" "	" "	1875	
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888		Redemption.....	2,500,500	6	" "	" "	1890	
East Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6½	" "	London.	1875	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" "	" "	1898		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Mortgage (old).....	640,000	6	" "	" "	1880		Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,400	7	" "	" "	1880		1st Mortgage (Ind. and Cin.).....	2,500,000	7	Jan. & July.	New York.	1886	52
East Tennessee and Virginia:							1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	" "	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (1866).....	900,000	6	" "	" "	1898		1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		Indianapolis and Madison:						
Eastern:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-'72		Iowa River:						
2d Mortgage, (convert. sterling)...	420,000	5½	Jan. & July.	London.	1872		1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	
3d Mortgage, convertible.....	733,000	6	Feb. & Aug.	Boston.	1874	99	Jackson, Lansing and Saginaw:						
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	95½
Bonds of 1868.....	600,000	6	March & Sept.	" "	1889	96	Jeffersonville (J.M. & L.):						
Edgfield and Kentucky:							2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Jeffersonville, Madison & Indian.:						
Elmira and Williamsport:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92½	Joliet and Chicago:						
Income Bonds.....	870,000	6	April & Oct.	" "	1872	58½	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	106
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Bangor to Winn.)	1,000,000	6½	Jan. & July.	London.	1886		1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,669,800	6*	Jan. & July.	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67...	556,421	8	"	Mobile.	1897	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....				Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	120,000	8	March & Sept.	New York.	1896	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	96
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	300,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	428,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	88	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,282,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	98	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	96	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*			Boston	....		1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '88):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100½	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincinnati and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	98	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	'70-'75	96	1st Mort. (Hamp. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Bardstown Branch.....	27,500	7	Jan. & July.	"	1870*	....	New Jersey:						
1st Mort. Lebanon Branch Ext.....	88,000	7	May & Nov.	"	'80-'85	92	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	98
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	New London Northern:						
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext.....	333,000	6	April & Oct.	"	1893	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	90	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville, N. Albany & Salem							N. Orleans, Jackson & Gt. North..						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	99	Premium, Sinking Fund Bonds..	5,946,689	6	May & Nov.	New York.	1883	89½
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	89½
Marietta and Cincinnati:							Bonds for real estate.....	182,000	6	"	"	1883	87
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	92½	Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	....
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	72½	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	91½
Scotlo and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,817,987	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	102
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97½
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	4,207,900	8	"	"	1882	120	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	97	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,693,000	7	"	"	1877	96	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93½	1st Mortgage of 1865.....	6,000,00	7	Jan. & July.	New York.	1895	87
Mifflin and Centre County:							2d Mortgage of 1868.....	4,000,00	7	April & Oct.	"	1888	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattel Mortgage.....	2,800,000	10	April & Oct.	"	1887	111
3d Mortgage, (" " ").....	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	276,500	7	May & Nov.	"	18—	91½
Milwaukee and St. Paul:							North Shore, L. I.:						
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	93½	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	Northern Central:						
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	105	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage (P. du C.).....	738,000	7.3	"	"	1898	93	2d Mortgage, Sinking Fund....	2,500,000	6	Jan. & July.	"	1885	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	88	3d Mortgage, Sinking Fund....	1,223,000	6	April & Oct.	"	1900	87
Mississippi Central:							Consol. Mort. for \$8,000,000.....	1,874,000	6*	Jan. & July.	"	1900	92½
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Hampshire:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Company Bonds of 1864.....	120,000	6	April & Oct.	Boston.	1874	99
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	989,000	8	Jan. & July.	"	1890	....	North Western Virginia:						
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	453,500	6	Jan. & July.	Baltimore.	1873	96½
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....	3d Mortgage (B. & O. R. R. Co.)	144,000			"	1886	81

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867		1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....
New Loan for \$300,000.....		8	"	"	1887		Consolidated Bonds.....	300,000	6	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
Construction bonds.....	124,500	7	"	"	1877		1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870		1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	1899-78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	96
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	99	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872		2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	556,000	7	"	"	1874		2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882		2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	88	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
Consolidated Mort. sterling.....	83,420	...	"	London.	1898		3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	92
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	"	1876	....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	78	Plaza and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95	1st Mortgage.....	525,000	10	"	"	1894	....
Company Bonds.....	468,000	6	April & Oct.	"	1875	96	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	103	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82	Quincy and Toledo:						
2d Mort. (Charlotte to Lynnhb.)	1,130,500	6	Jan. & July.	"	1875	76	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	81
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	82	Raritan and Delaware Bay:						
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	72	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	78	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,962	6	"	"	1887		Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888		1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome.....							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O...	350,000	7	May & Nov.	New York.	1916		Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891		1st Mortgage (R. & S.).....	160,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	1885	70-80	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76
2d Mortgage.....	375,000	7	"	"	1885		2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	1880-87	....
Pacific of Mo.:							Richmond and Danville:						
1st Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	96	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	187-88	....
St. Louis Loan.....	700,000	6	"	"	1871-73	97	Bonds guaranteed by Virginia..	161,800	6	"	"	1875-76	....
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1888		Consolidated, coupon.....	1,298,000	6	May & Nov.	"	1875-90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	1875-90	74
1st Mortgage, Sterling.....	93,847	7	April & Oct.	London.	1875		Rich, Frederickburg & Potomac:						
2d Mortgage, Sterling.....	740,959	7	Feb. & Aug.	"	1872		Company Bonds, sterling.....	67,778	6	Jan. & July.	London.	1875	....
General Mortgage, Sterling.....	2,899,330	7	April & Oct.	"	1897		Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888		Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	160,000	7	"	New York.	1877		Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18-	....
1st Mortgage for \$16,000 per m..	855,000	7	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	1890-70	....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	104	Rockford, R. Island & St. Louis:						
2d Mort. { " " " " }	2,594,000	6	April & Oct.	"	1875	98	1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. stg. { " " " " }	2,283,840	6	"	London.	1875		Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910		1st Mortgage.....	1,384,000	7	"	New York	18-	....
State lien on whole property....	6,232,755	5	April & Oct.	Harrisburg.	1890		Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures....	3,620,728	6	J. A. J. & O.	Philadelphia.	1890-71		1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,697,000	7	"	Philadelphia.	18-	92	1st Mort. (Potdam & Watert.)	511,500	7	June & Dec.	"	1890-74	....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18-		1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18-		2d Mort. conv. into com. stock..	937,500	7	"	"	1863	55
2d Mortgage.....	255,000	8	"	"	18-		Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18-		2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887		1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18-	80	2d Mortgage (").....	500,000	7	"	"	1882	90
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18-		1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	95
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	82
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (Sunbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	71
1st Mortgage (General).....	5,000,000	6	"	"	1881	91	St. Louis and Iron Mountain:						
2d Mortgage.....	4,000,000	6	"	"	1901	85	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	88
3d Mortgage for \$3,000,000....	600,000	7	Jan. & July.	"	1885	88	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile).	2,265,000	7	April & Oct.	New York.	1884	92
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882		2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	97	St. Louis, Vandalia & T. Haute:						
Bonds of 1866-43-44-48 and 49..	2,497,800	6	"	"	1880	95	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	90	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18-	....
Bonds of 1883, Sterling.....	182,400	5	"	London.	1880		St. Paul and Chicago:						
Bonds of 1883, Sterling, conv....	288,000	7	"	"	1893	72-77	1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....
Bonds of 1888 for renewals.....	477,500	6	April & Oct.	"	1893	82	St. Paul and Pacific 1st Division:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	103	1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	....
Philadelphia and Trenton:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868		2d Mortgage and Land Grant....	1,200,000	7	June & Dec.	"	1892	....
Philadelphia, Wilmington & Balt.:							General Mort. stg. for \$750,000...		7	Jan. & July.	London.	18-	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	93	General Mort. dol. for \$2,020,000		7	"	New York.	18-	....
Bonds of 1867.....	1,000,000	6	April & Oct.	"	1887	94	St. Paul and Sioux City:						
Bonds of 1867.....	945,000	6	"	"	1887	94	1st Mortgage for \$16,000 p. m....	100,000	7	Jan. & July.	New York.	1896	....
Pittsburg, Cincinnati & St. Louis:							Salem and Lowell:						
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900		1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1876	96
Pittsburg and Connelleville:							Sandusky, Mansfield and Newark:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
1st Mort. (new) for \$4,000,000...		7	Jan. & July.	Baltimore.	1898	92	Funded Coupons.....	860,000	7	"	"	1875	....
Port Huron and Lake Michigan:							Savannah and Charleston:						
1st Mortgage for \$16,000 p. m....	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	95	1st Mortgage \$5,000 per mile....	500,000	7	Jan. & July.	New York.	1889	....
Potdam and Watert. (R. W. & O.)							Schuykill and Susquehanna:						
1st Mortgage, guaranteed.....	511,5												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class...	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	{ or	"	1890	....
1st Mortgage.....	79,875	...	— & —	— & —	....	....	" " 3d class...	154,000	7	{ Jan. & Jul.	"	1890	....
2d Mortgage.....	52,000	...	— & —	— & —	....	....	" " 4th class...	1,263,000	7		"	1890	....
3d Mortgage.....	665,000	...	— & —	— & —	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	83
1st Mort. (Ala. and Tenn. River)	538,500	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	23,500	6	" " "	"	1868	75
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	"	1864	....	3d Mortgage (Enlarged).....	900,000	6	" " "	"	1864	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Income Bonds.....	138,500	6	" " "	"	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" " "	"	1890	82
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenoygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1890	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, stg. conv.	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" " "	"	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	97
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds \$452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91
Sterling Bonds \$59,031½.....	262,366	5*	" " "	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	418,010	6	" " "	"	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1890	95½
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Western (Boston and Albany).						
Domestic Bonds.....	353,500	7	Jan. & July.	"	'85-'91	....	Sterling Loans, \$899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101
1st Mort. (\$16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	1st Mortgage unendorsed.....	400,000	6	" " "	"	1890	76
South Side, Va.:							2d Mort. for \$300,000, end. by B.	300,000	6	" " "	"	1890	88
2d Mort., guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d M. for \$300,000, end. by W. Co.	300,000	6	" " "	"	1890	80
3d Mort. (for City Point R. R.) ..	175,000	6	" " "	"	'65-'68	....	New Preferred mortgage.....	600,000	6	" " "	"	1890	....
4th Mortgage.....	317,000	6	" " "	"	'70-'72	....	Western Pacific:						
Consol. Mortgage.....	.....	8	" " "	New York.	'84-'90	....	1st mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. I.:							Government Lien.....	1,970,000	6	" " "	"	1899	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89½	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	....	Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....	Wicomico and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm., Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....	.....	8	" " "	"	1897	64½
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	146,000	7	" " "	"	1886	....
1st Mortgage.....	600,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	528,000	7	" " "	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Walden:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	Sinking Fund Mortgage.....	608,000	7	Jan. & July.	New York.	1896	89½
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
Tioga:							3d Mortgage.....	500,000	6	" " "	"	1877	....
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	CANAL BONDS:						
Toledo, Peoria and Warsaw:							Chesapeake and Delaware:						
1st Mortgage (E. Div.).....	1,000,000	7	June & Dec.	New York.	1894	86	1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	80	Chesapeake and Ohio:						
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	66½	State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Toledo, Wabash and Western:							Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	92½	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	....	Delaware Division:						
2d Mort. (Tol. & Wabash 75 m.) ..	1,000,000	7	May & Nov.	"	1878	84½	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	86
2d Mort. (Wab. & West. 167 m.) ..	1,500,000	7	" " "	"	1871	....	Delaware and Hudson:						
Equip't Bonds (T. & W. 75m.) ..	600,000	7	" " "	"	1883	80	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Consol. M. (T. W. & W. 499 m.) ..	2,332,000	7	F. M. A. & N.	"	1907	83	1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	....
Troy and Boston:							Delaware and Raritan (See Camden and						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Erie of Pennsylvania.						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1886	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Interest Bonds.....	161,960	7	" " "	"	18—	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	Lehigh Coal and Navigation:						
Troy Union:							1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	2d Loan.....	5,004,122	6	" " "	"	1884	83½
2d Mortgage, guaranteed.....	360,000	6	" " "	"	1878	....	3d Loan.....	2,000,000	6	" " "	"	1897	....
Union Pacific:							Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	89½
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N. Y. & Boston	'95-'99	82½	Convertible Loan.....	1,201,850	6	" " "	"	1877	78½
2d Mortgage (Gov. subsidy).....	27,236,512	6	" " "	"	'95-'99	82½	Monongahela Navigation:						
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N. Y. & Boston	'87-'89	72½	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Income Bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	73½	2d Mortgage.....	57,000	6	" " "	"	18—	....
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,800,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	2d Mortgage.....	302,750	6	" " "	"	1876	76
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	" " "	"	1885	77
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'96-'97	....	Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	76
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71	"	1916	....	Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	70
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1888	85	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	35	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	44
Equip. Loan (V. & C. & V. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	103	Preferred Interest Bonds.....	325,000	6	" " "	"	1894	....
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92½	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	9
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	380,000	7	April & Oct.	New York.	1880	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage.....	114,000	6	" " "	Boston.	1880	....	Wyoming Valley:						
3d Mortgage.....	298,200	7	" " "	New York.	1880	....	1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	76

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "y."

Year ending	Railroad	Branch Line	2d Track and Sidings	Railroad in progress			Engines		Rolling Stock		Property and Assets			Liabilities			Railroad Operated		Operations		Earnings		Dividends		Market		Value of Shares
				Main Line	M.	M.	Pass.	Freight	Cars	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	M.	M.	Trains Moved	Carried one mile		Gross	Net	Per Share	Par.	
																					Passenger	Freight					
Sept. 30, 1899	Adirondack	16																									
Oct. 31, 1899	Alabama and Chattanooga	7																									
Nov. 30, 1899	Albany and Susquehanna	7																									
Dec. 31, 1899	Allegheny Valley	7																									
Jan. 31, 1899	Androscoquin	7																									
Feb. 28, 1899	Adirondack	7																									
Mar. 31, 1899	Adirondack	7																									
Apr. 30, 1899	Adirondack	7																									
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Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

At a stock (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "T."

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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST														PASSENGER RAILROAD BONDS.													
Years ending	Length equi. single track	Horse & a Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out- standing	Rate.	Pay- able.	Prin- cipal Payable.	Market Price.							
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.													
Sept. 30, '89	7.25	94	14	Albany.....N.Y.	150,309	99,800	40,000	5,000	78,817	21,467		100	100	Albany:													
Nov. 30, '89	1.05			Albany St. Freight (B'ton).Mass.	49,749	150,000		4,377	3,404	Loss.		100	100	1st Mortgage.....	40,000	7 J. & J.	18	....								
Oct. 31, '89	3.41	11	4	Allentown.....Pa.	27,739	30,314		11,900	9,089	2,372		100	100	Bleecker St. & Fulton Ferry:													
Dec. 31, '89	31.00	479	73	Baltimore City.....Md.					480,046		6	100	100	1st Mortgage.....	694,000	7 J. & J.	1872	....								
Sept. 30, '89	22.00	400	50	Bleek. st. & F.F. (N.Y.C.) N.Y.	1,782,725	900,000	694,000	23,300	334,039	83,267		100	100	Broadway (Brooklyn):													
Nov. 30, '89	2.56			Boston and Chelsea.....Mass.	110,000	110,000			8,800	64		100	100	1st Mortgage.....	100,000	7 J. & J.	1881	....								
Nov. 30, '89	3.06			Boston & West Roxbury.Mass.	41,000	41,000						100	100	Broadway and 7th Avenue:													
Sept. 30, '89	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	128,662	29,881	8.0	100	100	1st Mortgage.....	500,000	7 J. & D.	1884	....								
Sept. 30, '89	16.00	775	103	B'dway & 7th Av. (N.Y.C.) N.Y.	622,895	1,500,000	100,000	100,000	713,423	232,733	4.0	100	100	Brooklyn, Bath & Coney I.													
Sept. 30, '89	7.00	208	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000		30,153	Loss.		100	100	1st Mortgage.....	80,000	7 J. & J.	18	....								
Sept. 30, '89	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	Brooklyn City:													
Sept. 30, '89	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999		100	100	1st Mortgage.....	300,000	7 J. & J.	1882	....								
Sept. 30, '89	19.25	22	8	B'klyn Prosp. P. & Flatb. N.Y.	537,944	261,400	278,000		72,720	5,718		100	100	Brooklyn City & Newtown:													
Sept. 30, '89	4.60			B'klyn Flatb. & Coney Isl. N.Y.		10,000	100,000	(Not in operation.)				100	100	Brooklyn, Prosp. P. & Flatb.													
Sept. 30, '89	15.21	180	51	Buffalo street.....N.Y.	327,661	56,300	316,500	6,457	160,428	18,957		100	100	1st Mortgage.....	278,000	7 M & N	1878	....								
Sept. 30, '89	11.50	87	13	Bushwick (Brooklyn).....N.Y.	307,348	262,200	20,000	20,056	76,650	Loss.		100	100	Brooklyn & Rockaway B'ch:													
Nov. 30, '89	28.52			Cambridge (Boston).....Mass.	734,670	727,800	150,000	94				100	100	1st Mortgage.....	45,000	7 J. & J.	18	....								
Sept. 30, '89	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000		18,254	3,229	7.0	100	100	Buffalo street:													
Sept. 30, '89	35.00	731	125	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997		100	100	Cambridge (Boston):													
Oct. 31, '89	8.43	200	32	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			240,293	81,318	36 1/2	50	191	1st Mortgage sinking fund	150,000	6 J. & J.	1883	92 1/2									
Oct. 31, '89	9.06	139	26	Citizens' (Pittsburg).....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19 1/2	50	44	Central Park, N. & E. River:													
Sept. 30, '89	14.83	212	16	Coney Island (Brooklyn).....N.Y.	647,364	500,000	214,000	29,131	144,047	13,067		100	100	1st Mortgage.....	626,000	7 J. & J.	1874	....								
Sept. 30, '89	22.79	808	107	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	859,190	1,200,000	700,000		738,600	180,104		100	100	Citizens' (Pittsburg):													
Sept. 30, '89	3.50			Dunkirk and Fredonia.....N.Y.	42,643	34,825		1,337	8,490	4,162	3	100	100	1st Mortgage.....	56,300	7 J. & J.	1870	....								
Oct. 31, '89	1.94	12	3	Easton and S. Easton.....Pa.	25,230	29,662			8,565	1,237	24	25	20	Coney Island and Brooklyn:													
Sept. 30, '89	16.00	851	157	Eighth Avenue (N.Y. City) N.Y.	1,627,023	1,000,000	203,000		835,447	200,354	12.0	100	100	1st Mortgage.....	214,000	7 J. & J.	1873	....								
Oct. 31, '89	2.26	18	4	Erle City.....Conn.	32,915	18,550	17,272		12,444	2,749	50	9 1/2		1st Mortgage.....	700,000	7 J. & J.	18	....								
Sept. 30, '89	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000		10,403	456		100	100	Eighth Avenue (N. Y.):													
Oct. 31, '89	9.63			42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	748,000	290,000		376,903	112,240	10.0	100	100	1st Mortgage.....	203,000	7 J. & J.	18	....								
Oct. 31, '89	16.36	273	45	Frankford & Southwark (Ph.) Pa.	782,441	491,750	198,000		308,138	61,719	6 1/2	50	49 1/2	42d st. & Gr'd st. Ferry (N.Y.):													
Sept. 30, '89	3.25	22	5	Genesee & Water st. (Syr.) N.Y.	59,053	42,600	12,700	2,000	12,598	645		100	100	1st Mortgage.....	160,000	7 J. & J.	1873	....								
Oct. 31, '89	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000		243,021	123,493	19 1/2	50	15	Real Estate.....	100,000	7 J. & J.	var.	....								
Oct. 31, '89	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000			136,885	35,507	10	50	17	Frankford and Southwark:													
Sept. 30, '89	8.0			Grand st. F. & Middle Vil. N.Y.	75,000	125,000	190,000		37,890	10,205		100	100	1st Mortgage.....	198,000	7 J. & J.	1877	....								
Sept. 30, '89	5.50	90	15	Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		82,066	7,093		100	100	Germantown:													
Oct. 31, '89	5.09	198	39	Green and Coates st. (Phila.) Pa.	239,746	160,000	100,000		176,078	39,959	7.0	50	15	1st Mortgage.....	250,000	7 J. & J.	1870	....								
Sept. 30, '89	10.00	107	22	Harlm. Br. Morr. & F'dham. N.Y.	255,225	114,010	130,000	3,000	72,802	4,770		100	100	Green and Coates (Phila.):													
Oct. 31, '89	2.14	11	6	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	2,222	25	24		1st Mortgage.....	100,000	7 J. & J.	1878	56 1/2									
Dec. 31, '89	9.00	19	6	Hartford & Wethersfield. Conn.	180,000	180,000						100	100	Grand st. & Newtown:													
Oct. 31, '89	14.10	339	59	Hartf. Mant. & F'mount (Ph.) Pa.	470,619	306,390	164,400	1,500	283,927	63,000	24	60	7	1st Mortgage.....	30,000	7 J. & J.	18	....								
Dec. 31, '89	2.50			Hoboken and Weehawken N.J.	161,635	106,700	74,000	9,272				100	100	Harl. Br. Morris' & Fordh:													
Sept. 30, '89	10.47			Hudson Av. (Brooklyn).....N.Y.	77,494	75,000			22,390	2,405		100	100	1st Mortgage.....	130,000	7 J. & J.	1877	....								
Sept. 30, '89	3.56	27	9	Jersey City & Bergen Point N.J.	118,892	90,000	62,500	11,462	78,378	6,258		25	9	Hestonv. Mantua & Fairm:													
Oct. 31, '89	5.20	113	17	Kingston and Rondout.....N.Y.	70,000	55,530			31,469	6,385	2.0	100	36	1st Mortgage.....	25,900	7 J. & J.	1874	....								
Nov. 30, '89	4.04	49	9	Lombard and South st. (Ph.) Pa.	274,331	200,000	50,000	41,952	166,752	14,010		100	100	Hudson Av. (Brooklyn):													
Nov. 30, '89	12.61	225	33	Lowell Horse.....Mass.	60,264	49,224			oper. M' d'lex.			100	100	1st Mortgage.....	74,000	7 M & N	1878	....								
Nov. 30, '89	3.75			Lynn and Boston.....Mass.	274,331	200,000	50,000	41,952	166,752	14,010		100	100	Lombard and South st. (Ph.):													
Nov. 30, '89	1.00			Malden and Melrose (B'tn). Mass.	190,646	119,000		33,636	13,679			100	100	1st Mortgage.....	62,500	7 J. & J.	1883	75									
Nov. 30, '89	3.34			Marginal Freight (Boston). Mass.	36,600	21,000	4,500		oper. M' d'lex.			100	100	Lynn and Boston:													
Nov. 30, '89	5.11	39		Medford & Charleat. (B'tn). Mass.	42,468	50,000		6,201	28,732	6,299		100	100	1st Mortgage sinking fund	50,000	7 J. & J.	1886	74 1/2									
Sept. 30, '89	6.00	58	13	Merrimack Valley.....Mass.	361,500	194,000	191,900	7,000	34,108	6,299	10.0	100	100	Malden and Melrose:													
Sept. 30, '89	44.18	914	170	Metropolitan (Brooklyn).....N.Y.	1,594,490	1,250,000		233,457	821,332	134,567	10.0	100	100	1st Mortgage, guaranteed.	52,600	6 A. & O	1880	....								
Nov. 30, '89	7.12	244	49	Metropolitan (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	Metropolitan (Brooklyn):													
Sept. 30, '89	12.20	172	33	Middlesex (Boston).....Mass.	474,198	797,320	167,000		110,179	3,330		100	100	1st Mortgage.....	191,000	7 J. & J.	1878	....								
Nov. 30, '89	3.31	16	6	Ninth Avenue (N. Y. City) N.Y.	300,000	300,000		2,608	9,757																		

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (?) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	..	..
Atlantic & St. Lawrence* guar.	2,494,000	4	..	..
Baltimore & Ohio, pref.	3,000,000	6	..	..
Berkshire, * guaranteed	600,000	7	..	..
Blossburg and Corning, * guar.	250,000	5	..	..
Boston, Concord and Montreal, pref.	1,340,000	6	..	..
Buffalo, N. York and Erie, * guar.	950,000	7	..	..
Camden and Atlantic, pref.	600,000	7	..	..
Calumet, * pref. and guar.	2,200,000	7	..	..
Cayuga and Susquehanna, * guar.	589,110	..	..	..
Cedar Rapids & Missouri, * preferred and guaranteed	755,000	7	..	..
Central Ohio, preferred	400,000	7	..	..
Chenango, * guar.	380,000	8	..	..
Chesapeake, preferred	2,017,515	7	..	..
Chicago and Alton, pref.	2,425,400	7	..	..
Chicago, Iowa and Nebraska, * guar.	2,000,000	10	..	..
Chicago and Northwestern, pref.	20,370,293	7	..	..
Cleveland and Mahoning, * guar.	2,056,000	7	..	..
Cleveland and Toledo, * guar.	6,250,000	..	..	..
Cocheco, preferred	177,750	..	..	..
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	..	..
Cumberland Valley, 1st pref.	241,900	8	..	..
.. 2d pref.	242,800	8	..	..
Delaware, * guaranteed	594,261	6	..	..
Detroit & Milwaukee, * preferred and guaranteed	1,500,000	6	..	..
Dubuque and Sioux City, * preferred and guaranteed	1,988,170	7	..	..
Dubuque Southwestern, pref.	330,308	8	..	..
Eastern (N. H.), * guaranteed	492,500	8	..	..
Elmira, Jefferson and Canandaigua, * guaranteed	500,000	5	..	..
Elmira and Williamsport, * guar.	500,000	5	..	..
Elmira and Williamsport, * preferred and guaranteed	500,000	7	..	..
Erie, preferred	8,536,910	7	..	..
Evansville and Crawfordville pref.	100,000	..	..	..
Hannibal and St. Joseph, pref.	5,253,586	..	..	..
Harrisburg and Lancaster, * guar.	1,182,550	7	..	..
Houston, preferred	1,180,000	8	..	..
Huntingdon & Broad Top Mountain, preferred	190,750	7	..	..
Joliet and Chicago, * guar.	1,500,000	7	..	..
Joliet and Northern Indiana, * guar.	300,000	8	..	..
Lackawanna and Bloomsburg, pref.	500,000	7	..	..
Leeds and Farmington, * guar.	..	..	..	..
Little Schuylkill, * guar.	2,646,100	7	..	..
Louisville, Cincinnati and Lexington preferred	848,703	9	..	..
Marietta and Cincinnati, 1st pref.	6,586,135	6	..	..
.. 2d pref.	4,051,744	6	..	..
Manchester and Lawrence	1,000,000	..	..	..
Michigan Southern, guaranteed	586,500	10	..	..
Mill Creek and Mine Hill, * guar.	323,375	10	..	..
Milwaukee and St. Paul, preferred	9,744,268	7	..	..
Mine Hill and Schuylkill Haven, * guaranteed	3,775,000	8	..	..
Mount Carbon & Pt. Carbon, * guar.	282,250	12	..	..
New Haven and Northampton	1,344,000	..	..	..
New York and Harlem, pref.	1,500,000	8	..	..
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	..	..
North Eastern (S. C.), preferred	165,000	8	..	..
Ogdensburg and L. Champlain, pref.	1,087,000	8	..	..
Ohio and Mississippi, pref.	3,500,000	7	..	..
Paterson and Hudson, * guar.	630,000	8	..	..
Paterson and Ramapo, * guar.	248,000	..	..	..
Peoria and Bureau Valley, * guar.	1,200,000	..	..	..
Philadelphia and Erie, * guar.	5,996,700	..	..	..
Philadelphia and Reading, pref.	1,551,800	10	..	..
Philadelphia and Trenton, * guar.	1,099,120	10	..	..
Pittsfield and North Adams, * guar.	450,000	6	..	..
Portl. & Kennebec (Yarmouth) guar.	202,400	6	..	..
Portland, Sag. & Portsmouth, * guar.	1,500,000	6	..	..
Portsmouth and Concord, * guar.	350,000	7	..	..
Richmond, Fredericksh. & Potomac, * guaranteed	142,900	7	..	..
Rochester and Genesee Valley, * guar.	557,500	..	..	..
Rutland, preferred	..	7	..	..
St. Louis, Alton and T. H., pref.	2,040,000	7	..	..
Sandusky and Cincinnati, pref.	445,500	6	..	..
Schuylkill Valley, * guar.	576,000	5	..	..
Shanokin Valley & Pottsville, * guar.	809,450	5	..	..
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	..	..
.. (E. D.) pref.	1,700,000	7	..	..
Toledo, Wabash and Western, pref.	1,000,000	7	..	..
Troy and Greenbush, * guar.	274,000	7	..	..
Vermont and Canada, * guar.	2,600,000	8	..	..
Warren, * guar.	1,406,300	7	..	..
White Mountains, * guar.	200,000	5	..	..
Wright's, York & Gettysburg, * pref.	317,050	..	..	..
CANAL STOCKS:				
Delaware Division, * guar.	1,633,350	8	..	..
Morris, preferred	1,175,000	10	..	..
Schuylkill Navigation, pref.	2,888,907	6	..	..
Union, preferred	..	..	..	..
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	..	6	..	..
Mariposa Mining, pref.	5,774,400	7	..	..

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	34	@	35
Pig, American, No. 1.....	..	..	@	31
Pig, American, No. 2.....	..	..	@	30
Pig, American, Forge.....	..	27	@	29
Bar, Refined, English and American.....	..	..	@	75
Bar, Swedes, assorted sizes.....	(gold)	85	@	100

STORE PRICES.

Bar, Swedes, ordinary sizes.....	..	..	@	110
Bar, Refined.....	80	@	85	..
Bar, Common.....	75	@	80	..
Scroll.....	97	@	130	..
Ovals and Half-round.....	100	@	125	..
Band.....	95	@	..	..
Horse Shoe.....	95	@	..	..
Hoops, 1½-16 inch.....	85	@	120	..
Rods.....	105	@	150	..
Nail Rod.....	per lb.	7	@	7½
Sheet, Russia, as to No.'s.....	(gold)	11	@	11½
Sheet, Single D. and T. Common.....	..	4½	@	6
Rails, English.....	per ton	57	@	59
Rails, American, at Works in Penna.....	..	70	@	71
Anvils, (Eagle).....	per lb. currency	8	@	..

STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb.	15	@	18
English Spring (2d and 1st quality).....	7	@	10
English Blister (2d and 1st quality).....	10	@	17
English Machinery.....	11½	@	14
English German (2d and 1st quality).....	13	@	16
American Blister "Black Diamond".....	..	@	12
American, Cast, Tool, do.....	..	@	17
American, Spring, do.....	9	@	11
American Machinery do.....	..	@	12
American German do.....	9	@	12

NAILS-DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d. @ 10d.....	per 100 lb	4	37½	@	4	50
Clinch.....		5	87½	@	6	—
Horse Shoe, Forged (No. 10 to 6).....	per lb.	23	@	28	—	28
Copper.....		—	—	@	37	—

TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terno Plates, 25 per cent. ad val.

Plates and Sheets and Tarn Plates, 20 per cent. ad val.					
Banca	(gold)	per lb.	..	@	35½
Straits	(gold)			@	31
English	(gold)			@	31½
Plates—Fair to good brands.....	Gold.....			Currency.....	
I. C. Charcoal....per box.	8 25	@	8 75	9 75	@ 10 25
I. C. Coke.....	7 25	@	8 —	8 50	@ 9 50
Coke Tarn.....	5 65	@	6 75	6 75	@ 7 75
Charcoal Tarn.....	7 50	@	8 —	9 —	@ 9 50

PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk), per gall.	..	@	11½	12½
Crude, 40 @ 47 gravity (in shipping order)	..	@	10½	..
Refined, prime L. S. to W. (110 @ 115 test)	..	@	23	..
Refined, Standard White (in ship's order)	..	@	24	..
Refined, prime White (in shipping order)	..	@	25	..
Refined, S. W. (in jobbing lots)	..	@	..	..
Refined, S. W. (in tin)	..	@	27½	28½
Naphtha, Refined, (65 @ 73 gravity)	..	@	9	..
Residuum.....	per bbl.	4	@	..

GLASS-DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
6 by 8 to 7 by 9.....	\$7.75	\$7.00	\$6.50	\$6.00
8 by 10 to 10 by 15.....	8.25	7.50	7.00	6.50
11 by 14 to 12 by 18.....	9.75	9.00	8.00	7.00
14 by 16 to 16 by 24.....	10.50	9.50	8.50	7.50
18 by 22 to 18 by 30.....	12.25	11.25	10.00	8.00
20 by 30 to 24 by 30.....	15.00	13.75	11.50	9.00
24 by 31 to 24 by 36.....	16.50	15.00	12.50	10.00
25 by 36 to 30 by 44.....	17.50	16.00	14.50	12.50
30 by 46 to 32 by 48.....	20.00	18.00	15.50	13.50
32 by 60 to 32 by 55.....	22.00	20.00	17.00	14.50
Above.....	25.00	22.00	20.00	16.00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet	10	@	7	75
8 by 11 to 10 by 15.....	(4 qts.)	..	10	@	8	..
11 by 14 to 12 by 18.....	(4 qts.)	..	12	@	9	25
14 by 16 to 16 by 24.....	(4 qts.)	..	12	@	9	75
18 by 22 to 18 by 30.....	(4 qts.)	..	15	@	10	50
20 by 28 to 24 by 30.....	(4 qts.)	..	18	@	12	..
26 by 28 to 24 by 36.....	(4 qts.)	..	19	@	12	50
26 by 34 to 26 by 40.....	(3 qts.)	..	21	@	16	..
26 by 38 to 28 by 44.....	(3 qts.)	..	22	@	16	50
28 by 46 to 30 by 48.....	(3 qts.)	..	23	@	17	..
30 by 50 to 32 by 52.....	(3 qts.)	..	24	@	18	..
32 by 54 to 34 by 56.....	(3 qts.)	..	26	@	19	50
34 by 58 to 34 by 60.....	(3 qts.)	..	30	@	22	..
36 by 60 to 40 by 60.....	(3 qts.)	..	36	@	28	..

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16.

Canton Co.....	70	..	..	..	..
Central Pacific Co.....	90½	90½	90½	90½	90½
Central of N. Jersey.....	109½	109½	109½	109½	109½
Chicago & Alton.....	117½	117	117	116½	115
.. pref.....	..	..	119	..	118½
.. 1 M.....	..	..	..	..	..
.. S. F.....	..	..	..	..	..
.. Inc. bds.....	..	..	..	..	..
Chicago, Burl. & Q.....	151	..	..	..	..
.. 8s, 1883.....	..	..	..	..	..
Chic. & Northwestern.....	80½	79½	80½	80	..
.. pref.....	89½	90½	90	89½	89½
.. 1st M.....	94	..	..	..	..
.. S. F.....	97	..	..	..	..
.. Consol.....	88½	..	..	..	..
Chic. Rock Isl. & Pac.....	113½	113½	113½	113½	113½
Chic. R. I. & Pa. 7s, 1896.....	97½	..	..	98½	98½
Clev., Col., C. and Ind.....	80½	..	80½	80	80½
Clev. and Pittsburgh.....	107	106½	106½	..	..
.. 2 M.....	..	..	..	..	..
.. 3 M.....	..	..	..	..	..
.. 4 M.....	78	..	..	..	..
Clev. and Toledo.....	..	..	..	..	..
.. S. F. 7s.....	..	..	..	..	..
Col., Chi., & Ind. C.....	18½	19½	19½	19	19½
.. 1 M.....	82½	..	82	82	82
.. 2 M.....	..	..	84	..	64½
Cumberland Coal pref.....	122	121½	..	121	122
Del. & Hudson Canal.....	110½	110	110	110½	110
Del. Lack. & Western.....	110½	110	110	110½	110
.. 1 M. 7s.....	..	..	..	..	..
.. 2 M. 7s.....	..	..	..	..	..
Dubuque & Sioux City.....	22½	22½	22½	22½	22½
Erie Railway.....	22½	22½	22½	22½	22½
.. pref.....	48½	..	..	..	..
.. 1 M. 7s, 1897.....	..	..	..	..	..
.. 2 M. 7s, 1879.....	..	..	..	..	..
.. 3 M. 7s, 1883.....	..	..	..	..	..
.. 4 M. 7s, 1880.....	81	..	81	..	80½
.. 5 M. 7s, 1888.....	..	..	..	..	..
Great Western 2d mort.....	..	..	..	..	..
Hannibal & St. Joseph.....	110	..	110	..	109

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

Th.10.F.11.Sat.12.M.14.Tu.15.W.16

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	108	108	108	108	108	108	108
U. S. 5s, 1871, coup.	108	108	108	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108	108	108
U. S. 5s, 10-40s, coup. 108	108	108	108	108	108	108	108
U. S. 5s, 10-40s, reg.	108	108	108	108	108	108	108
U. S. 6s, 1881, reg.	113	113	113	113	113	113	113
U. S. 6s, 1881, coup. 113	113	113	113	113	113	113	113
U. S. 6s, '81, O.W.L. y.	107	107	107	107	107	107	107
U. S. 6s, 1881, . . y.	107	107	107	107	107	107	107
U. S. 6s, 5-20s, reg. '62.	108	108	108	107	107	107	107
U. S. 6s, 5-20s, c. 1882.	108	108	108	107	107	107	107
U. S. 6s, 5-20s, reg. '64.	107	107	107	107	107	107	107
U. S. 6s, 5-20s, c. 1884. 107	107	107	107	107	107	107	107
U. S. 6s, 5-20s, reg. '65.	107	107	107	107	107	107	107
U. S. 6s, 5-20s, c. 1885. 107	107	107	107	107	107	107	107
U. S. 6s, 5-20s, r. n. '65.	109	109	109	109	109	109	109
U. S. 6s, 5-20s, c. n. '65. 109	109	109	109	109	109	109	109
U. S. 6s, 5-20s, reg. '67.	109	109	109	109	109	109	109
U. S. 6s, 5-20s, c. 1887. 109	109	109	109	109	109	109	109
U. S. 6s, 5-20s, reg. '68.	110	110	110	110	110	110	110
U. S. 6s, 5-20s, c. '68. 109	110	110	110	110	110	110	110
U. S. 6s, Pac.R.R. issue.	111	111	111	111	111	111	111

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

Catawissa	38	38	38	38	38	38	38
.. preferred .. 38	38	38	38	38	38	38	38
Camden and Amboy...115	115	115	115	115	115	115	115
.. 6s, 1870	115	115	115	115	115	115	115
.. 6s, 1875	115	115	115	115	115	115	115
.. 6s, 1883	115	115	115	115	115	115	115
.. 6s, 1889	93	93	93	93	93	93	93
.. mort. 6s, '89....	94	94	94	94	94	94	94
Elmira & Williamsport.	94	94	94	94	94	94	94
.. pref.	94	94	94	94	94	94	94
.. 7s.	92	92	92	92	92	92	92
Lehigh Navigation.....	32	32	32	32	32	32	32
.. 6s, 1884	83	83	83	83	83	83	83
.. Gold L.	89	89	89	89	89	89	89
.. R. R. L.	87	87	87	87	87	87	87
Lehigh Valley R. R.	59	59	59	59	59	59	59
.. 6s new coup.	98	98	98	98	98	98	98
.. 6s new reg.	99	99	99	99	99	99	99
Little Schuylkill R.R.	43	43	43	43	43	43	43
.. 7s.	61	61	61	61	61	61	61
Minehill	61	61	61	61	61	61	61
Morris Canal	61	61	61	61	61	61	61
.. pref.	61	61	61	61	61	61	61
.. 1st mort.	61	61	61	61	61	61	61
North Pennsylvania	91	91	91	91	91	91	91
.. 6s, 1880	91	91	91	91	91	91	91
.. 7s.	91	91	91	91	91	91	91
.. 10s, 1887	111	111	111	111	111	111	111
Northern Central	59	59	59	59	59	59	59
Pennsylvania R. R.	59	59	59	59	59	59	59
.. 1st M.	103	103	103	103	103	103	103
.. 2d M.	104	104	104	104	104	104	104
Penn. State, 6s, 1st series.	104	104	104	104	104	104	104
.. 6s, 2d series.	105	105	105	105	105	105	105
.. 6s, 3d series.	105	105	105	105	105	105	105
.. 6s, W. L.	104	104	104	104	104	104	104
Philadelphia City, 6s.	100	100	100	100	100	100	100
.. new	102	102	102	102	102	102	102
Philad. Germ. & Nor.	100	100	100	100	100	100	100
Phila. & Reading	60	60	60	60	60	60	60
.. 7s, 1893	61	61	61	61	61	61	61
Philadelphia and Erie....	29	29	29	29	29	29	29
.. 6s.	91	91	91	91	91	91	91
.. 7s.	83	83	83	83	83	83	83
Schuylkill Navigation....	16	16	16	16	16	16	16
.. pref.	16	16	16	16	16	16	16
.. 6s, 1882	74	74	74	74	74	74	74
.. 6s, 1876	74	74	74	74	74	74	74
.. 6s, 1872	74	74	74	74	74	74	74
Susq. Canal	74	74	74	74	74	74	74
.. 6s, 1878	74	74	74	74	74	74	74
Union Canal, pref.	74	74	74	74	74	74	74
.. 6s, 1878	74	74	74	74	74	74	74
Hestonville, (Horse)....	14	14	14	14	14	14	14
Chestnut & Wal.	44	44	44	44	44	44	44
Green & Coates	52	52	52	52	52	52	52
2d and 3d streets	52	52	52	52	52	52	52
Spruce and Pine	52	52	52	52	52	52	52
13th and 15th sts.	22	22	22	22	22	22	22

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

Baltimore City 6s, 1875....	92	92	92	92	92	92	92
.. 1880	92	92	92	92	92	92	92
.. 1884	92	92	92	92	92	92	92
Balt and Ohio	130	130	130	130	130	130	130
.. bonds, 1875	94	94	94	94	94	94	94
.. 1880	94	94	94	94	94	94	94
.. 1885	94	94	94	94	94	94	94
Marietta & Cin. 1st M.	92	92	92	92	92	92	92
.. 2d M.	92	92	92	92	92	92	92
Northern Central	43	43	43	43	43	43	43
.. bonds, 1885	93	93	93	93	93	93	93
.. 1900	93	93	93	93	93	93	93
N. W. Va. 1st mort.	93	93	93	93	93	93	93
.. 2d mort.	93	93	93	93	93	93	93
.. 3d mort.	93	93	93	93	93	93	93
City Passenger R. R.	20	20	20	20	20	20	20

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

Boston and Albany	151	151	151	151	151	151	151
Boston and Lowell	140	140	140	140	140	140	140
Boston and Maine	140	140	140	140	140	140	140
Boston and Providence....	148	148	148	148	148	148	148
Boston, Hartford & Erie ..	3	3	3	3	3	3	3
.. 7s, new.	22	22	22	22	22	22	22
Cheshire, pref.	136	136	136	136	136	136	136
Concord	121	121	121	121	121	121	121
Connecticut River	136	136	136	136	136	136	136
Eastern	121	121	121	121	121	121	121
Fitchburg	136	136	136	136	136	136	136
Manchester & Lawrence. 131	121	121	121	121	121	121	121
Michigan Central	121	121	121	121	121	121	121
Northern, N. H.	109	109	109	109	109	109	109
Ogdens & Lake Champ.	90	90	90	90	90	90	90
.. pref.	107	107	107	107	107	107	107
Old Colony & Newport....	97	97	97	97	97	97	97
Ph. Wil. & Baltimore	55	55	55	55	55	55	55
Port'd, Saco & Ports.	23	23	23	23	23	23	23
Union Pacific	80	80	80	80	80	80	80
.. 6s.	72	72	72	72	72	72	72
.. Land Grant 7s.	71	71	71	71	71	71	71
.. Income 10s.	106	106	106	106	106	106	106
Vermont & Canada	68	68	68	68	68	68	68
Vermont & Mass.	67	67	67	67	67	67	67
South Boston (Horse)....	98	98	98	98	98	98	98
Cambridge	68	68	68	68	68	68	68
Metropolitan	68	68	68	68	68	68	68
Middlesex	68	68	68	68	68	68	68
Central Mining Co.	20	20	20	20	20	20	20
Copper Falls	20	20	20	20	20	20	20
Franklin	20	20	20	20	20	20	20
Huron	20	20	20	20	20	20	20
Isle Royale	20	20	20	20	20	20	20
National	20	20	20	20	20	20	20
Pewabic	20	20	20	20	20	20	20
Pittsburg	20	20	20	20	20	20	20
Quincy	20	20	20	20	20	20	20

London Stock Exchange.

—Closing Prices—
Oct. 23. Nov. 4.

Atl. & Gt. West. N. Y. sec. 7 per ct	67	70	67	70
1st mort., 1880	67	70	67	70
Do. do., 2d mort., 1881	67	70	67	70
Do. Penn., 1st mort., 1877	67	70	67	70
Do. do., 2d mort., 1882	67	70	67	70
Do. Consol. 7 per cent. mort. 1880 ..	28	29	28	29
Detroit and Milwaukee 1st mort. 7s. .	70	74	67	71
Do. 2d mort. 8 p. c.	70	74	67	71
Erie shares 100 dol. all paid	62	65	62	65
Do. sterig. 6 p. c. convertible bonds ..	62	65	62	65
Do. 3d mort. 7 p. c. 1883	62	65	62	65
Illinois Central, 6 per cent., 1875....	102	102	100	102
Do. Redemption mort. bonds 6 p. c. 100	89	91	89	91
Do. 7 per cent., 1875	89	91	89	91
Do. 100 dol. shares, all paid	109	110	112	113
Marietta and Cin. R. R. bonds 7 p. c. .	78	82	78	82
New York Central, 100 dol. shares ..	92	94	91	93
Panama General mort. 7s, 1897	92	94	91	93
Penn. R. R. bonds, 2d mort. 6 per ct. .	97	99	97	99
Do. General mort. 6 p. c. 1910	92	92	92	92
Do. 450 shares	48	52	48	52
Philadelphia and Erie 1st mort. 1881. 92	92	95	92	95
Do. with option to be paid in Phila. 92	92	95	92	95

American Railroad Journal.

Saturday, November 19, 1870.

Stock Exchange and Money Market.

Money, which ruled quite easy most of the week, closed up with renewed activity, in view of the exciting war reports and rumors, and rates on call loans were advanced about 1 per cent., or 5@7 per cent. per annum. The discount market has shown but little animation. The offerings of prime commercial paper have been quite limited for the season, and have met with a prompt sale at from 7@8½ per cent. per annum. The last weekly exhibit of the city banks was deemed a very favorable one, due largely to the even working of the domestic exchanges, which enabled the banks to add \$1,851,221 to their deposit line, and \$2,224,843 to their specie hoard, while losing only \$167,232 of their legal tender reserve. The loan and discount averages were enlarged \$2,882,460. The circulation has varied little in volume. The Treasury Office reported its cash (coin and currency) balances up to \$68,709,752 against \$68,307,187 the preceding Saturday. The receipts from Customs, for the week, were \$2,308,929;

the coin interest disbursements, \$3,141,790, and the specie exports only \$410,135. Government marketed a million of gold on Wednesday of the current week, eliciting bids to the amount of \$2,990,000. The Treasury Department reported its coin reserve at the close of the past week at \$97,500,000, including \$15,000,000 on deposit on private account, and represented by outstanding coin certificates. On the 1st inst., the aggregate of the Coin balance was \$108,131,073. The currency balance is now \$24,000,000, against \$26,815,384 on Nov. 1.

cluded \$80,449,617, of coin, against \$60,471,872 the preceding Saturday, and \$8,260,135 of currency, against \$7,925,265 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, \$352,538 in coin, (including \$324,000 from customs,) and \$1,112,961 in currency; payments \$475,912 of coin (including \$416,000 of coin interest), and \$423,982, of currency. On Tuesday, receipts, \$498,621 in coin (including \$416,536 from customs), and \$326,835 in currency; payments, \$195,701 in coin (including \$165,000 of coin interest) and \$235,312 of currency. The balance at the close of business on Tuesday included \$9,040,635 of currency, and \$60,629,158 of coin, against a balance a week previous of \$8,268,668 currency, and \$60,390,216 coin.

The aggregate receipts of the U. S. Sub-Treasury in October were \$51,530,870, including \$11,724,402 from customs; aggregate payments, \$47,417,085, including \$2,112,636 of coin interest.

The U. S. Sub-Treasurer issued in October \$4,984,500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$2,004,044 of coin certificates, received for customs.

The Sub-Treasury cash balance on Thursday morning included \$60,972,617 of coin, and \$9,689,818 of currency.

Government revenues yielded less satisfactorily during the week. The excises during the week yielded about 2½ millions; customs at the port of New York, \$2,245,044, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$5,594,424 in currency. The income of the Government, from excises, since July 1, 1870, has been \$68,545,510.

The Gold speculation has been more active and the price has been advanced to 112½, influenced mainly by the more exciting war reports and rumors from Europe. The latest quotations on Wednesday was 112½. The customs export call was light. On Wednesday, Government marketed \$1,000,000 of gold at from 112 05@112 21. The bids reached an aggregate of \$2,990,000. The aggregate of the November interest obligations on the public debt is \$23,851,629, of which the New York office has already paid off about 11½ millions. There has been rather more activity in the Gold Loan market, and rates have been against the borrowing interest.

Under the November programme, the Treasury Department will sell Gold, during the remainder of the month, as follows: Wednesday, November 23, \$1,000,000; Wednesday, November 30, \$1,000,000. And purchase Five Twenties, as follows: Thursday, November 24, \$1,000,000.

The export drain last week was \$410,134 against \$3,156,924 week ending with Nov. 5; \$303,562 week ending Oct. 29; \$556,180 week ending Oct. 22; \$654,323 week ending with Oct. 15; \$802,174 week ending with Oct. 8; and \$465,260 week ending with Oct. 1. The shipments thus far this year have been about 55½ millions, against 29½ millions same time in 1869; nearly 63½ millions same time in 1868; 44½ millions same time in 1867; over 56½ millions same time in 1866; and 25½ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 85¾ millions on Thursday of

last week, were 96½ millions on Saturday, 79½ millions on Monday of this week, and 119 millions on Tuesday. On Wednesday they were 72½ millions.

The customs revenue of the port on Wednesday reached \$471,000.

The customs demand for Gold last week, averaged \$388,450 a day; thus far, this week, it has averaged \$360,000, a day, or equal to a weekly aggregate of \$2,160,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$95,609; and since Jan. 1, 1870, \$11,204,523, against \$14,839,067 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$126,629,705 against \$117,788,423, same time in 1869.

The exports of specie, from this port, last week, were \$410,134 against \$123,221 same week last year; and since Jan. 1870, \$55,276,538, against \$30,069,340 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$3,141,790; and since Jan. 1, 1870, \$78,569,047 against \$82,431,495 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Nov. 3d, was \$7,361,000, against \$7,304,000 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Nov. 3d, were \$30,298,212, against \$33,697,992 same time last year.

Foreign exchange has been in more demand and quoted firmer for prime bankers' bills. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 109¾@110. The offerings of produce bills have been more liberal. The week's exports of domestic produce have been to the currency value of \$5,808,002, and since January 1, 1870, \$163,937,782, against \$173,048,188 same time in 1869.

Government securities have been somewhat variable in price, with a very moderate inquiry noted. At the close, the market was tame, but steady. Government bought in a million of Five Twenties on Thursday at about the current rates.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113¼@113½; U. S. Five-Twenties of 1862, ex-coupon 107¾@108; U. S. Five twenties of 1864 at 107@107¾; U. S. Five-Twenties of 1865, 107@107¾; U. S. Five-twenties of 1865 consolidated, 107¼@107¾; U. S. Five Twenties of 1867, 109¾@109½; U. S. Five-twenties of 1868, 109¾@109¾; U. S. Ten-forties at 106¾@106½; U. S. Six per cent. currency bonds, 111½@111¾.

State bonds have been in good demand, through the week, and have been quoted generally firmer, though closing heavily.

Railway bonds have been in fair request for investment purposes at well supported prices. Central Pacific Sixes have been selling quite freely at 90¾@91. The Union Pacific Sixes closed on Wednesday at 82½@82¾.

The First Mortgage six per cent. bonds of the Chesapeake and Ohio Railroad have been in demand at 90 per cent. and accrued interest. This Loan, which was on the market early in the current year, sold more rapidly than the Company had need of money; and, accordingly, through the summer and fall months no effort was made

to place the bonds. In view of the prevailing ease in Money, and the increasing investment call for substantial Railway Mortgages, the Company has again authorized its financial agents, Messrs. FISK & HATCH, to offer a further portion of the Loan at the original price of 90 per cent. and accrued interest. The bonds are a Gold Loan, principal and interest being made payable expressly in United States coin. They have all the attributes of a first-class security and will undoubtedly meet with renewed favor from investment buyers, now that the Loan is again brought on the market.

Railway and miscellaneous share property has been less active and irregular in price, closing weak and feverish.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 2.	Nov. 9.	Nov. 16.
Consols	92¾	93¾	92
U. S. 5-20's of 1862...	89¼	89¾	87¼
U. S. 5-20s, 1865....	88½	88½	86¾
" 1867	—	90½	88¾
" 10-40s	87	87¾	85¾
Erie	18¼	19¼	18
Ill. Central	110½	112¾	109¾
At. and Gt. West....	28½	29	31½

General business has been fairly active in the line of Cotton and Breadstuffs, the former closing weak, while Wheat and Flour closed buoyantly. Provisions show but little change, Petroleum favored sellers. Middling upland cotton closed tamely on Wednesday at 16½ cts. per lb. The stock of cotton now here is given at about 48,500 bales. The receipts at the port this week, have averaged about 7,000 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 674,547 bales, against 612,800 bales same time in 1869-'70; exports same time 285,500 bales, against 258,500 bales same time in 1869-'70; stock on hand at latest dates, 314,400 bales, against 236,405 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 13,497 pkgs., against 18,488 pkgs., same time in 1869. From Boston, 5,074 pkgs. in 1870, against 6,762 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves of good quality continue in fair request and steadier in price; we quote the range at from 8@16c. per lb.; week's receipts, 6,633. Milch cows quiet at \$40@\$100 each, receipts, 113. Veal calves have been in less demand at from 5@12c. per lb.; receipts, 2,297. Sheep in limited request at from 4@6½c.; lambs at 5@8¼c. per lb.; receipts, 43,180. Swine have been in demand at 7½@7¾c. per lb., all live weight; receipts, 22,345.

Foreign Goods have been in less demand and less buoyant in price. The dry goods entries at this port, last week, were \$2,132,213, making with the general merchandise imports a total of \$4,906,600 against \$6,310,229 the preceding week.

Ocean freights have been fairly active, closing buoyantly. For Liverpool we quote flour at 2s. 6d. by sail, and 3s. by steamer per bbl.; grain at 8½@8¾d. by sail, and 9½@10d. by steamer per bushel; cotton at ¼@½d. by sail and ½d.@¾d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 483.

The following will show the exports (exclusive of specie) from New York to foreign ports or

the week ending November 15th, and since the beginning of the year:

	1869.	1870.
For the week.....	\$3,890,927	\$5,808,002
Previously reported..	169,167,261	158,129,780

Since Jan. 1.....\$173,048,188 \$163,937,782

The imports for the week ending Nov. 12, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods.....	\$1,164,943	\$2,132,128
Gen. merchandise.....	2,988,017	2,774,472

Total for the week....\$4,152,960 \$4,906,600
Previously reported....256,961,253 259,134,883

Since January 1.....\$261,114,213 \$264,041,483

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susquehanna R. R. 2d mort., 92½; Toledo, Wabash and Western consol. bonds, 83; Quincy and Toledo 1st mort., 81¼; Mil. and St. Paul 1st mort., Iowa Div., 88; Jefferson R. R. 1st mort., 90½; North Missouri 1st mort., 87; Central R. R. of New Jersey new bonds, 101¾; Ohio and Miss. consol. bonds, 88; Hannibal and St. Joseph 8s, con., 106¼; Cedar Falls and Minnesota 1st mort., 83¼; Chicago and North Western Interest bonds, 91½; Galena and Chicago 1st mort., 100; St. Louis and Iron Mt. 1st mort., 88¾; Norwich and Worcester R. R., 103¾; New York and New Haven R. R., 154½; do. 6s, 97½; Toledo, Peoria and Warsaw 1st mort., E. D., 86; Long Island R. R., 67½; North Carolina 6s, special Tax, 20; South Carolina 6s, new Jan. and July, 72½; do. April and Oct., 69¾; New York State 7s, Bounty Loan, reg., 107; Alabama 8s, 102; Virginia 6s, old, 66; do. reg., 50½; do. 1867, 56; Louisiana 6s, old, 71¾; do. new, 68; do. 6s, Levee bonds, 72½; Arkansas 6s, issued to L. R. and F. S. R. R., 66; do. 6s, State Funded Debt bonds, 63½; Brooklyn 6s, W. L., 95; Western Union Telegraph, 42½; Adams Express Co., 67½; U. S. Exp., 35; Wells Fargo Exp., 34; Am. Mer. Union Exp., 46½; Central gold, 0.14; Grass Valley gold, 0.28.

Philadelphia.—West Jersey 7s, 95½; do. 6s, 91; Pennsylvania and New York Canal 7s, 92¼; Philadelphia and Reading R. R. Debt bonds, 82½; do. 6s, 1844-80, 97½; Westchester R. R. 7s, 97; Delaware Division Canal bonds, 85; Belvidere Delaware 3d mort., 85½; Pennsylvania R. R. Gen'l mort., reg., 95; Oil Creek and Allegheny River R. R., 45½; do. 7s, 78½; Philadelphia and Trenton R. R., 115½; Phila., Wilmington and Baltimore R. R., 55½; Germantown Passenger R. R., 29½; Philadelphia City 6s, prior to 1862, 103; Pennsylvania State 5s, 103; Niagara oil, 1. The latest quotations are: City 6s, 101@101½; do. free of tax, 102½@102½; State 5s, coupon, 103@104; do. 6s, W. L., 104½@105; do. 1st series, 104@105; do. 2d series, 105½@106; do. 3d series, —@108½; Reading, 50½@51; do. 7s, 1893, 103@103½; do. mort. 6s, 1880, 97½@98; Camden and Amboy, 115@115½; do. mort. 6s, 1889, 94¼@94½; do. 1883, 93@93; do. 1889, 92¼@93½; Penn. R. R., 59¼@59½; do. 1st mort., 103¼@105; do. 2d mort., 98¼@99½; do. Gen'l mort. coupon, 96½@—; do. reg., 94¼@95½; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do. pref., 67@70; do. 6s, 80@84; do. scrip 7s,

65@—; Susquehanna Canal, 5¼@6½; do. 6s, 45@47; Schuylkill Nav., 7¼@8; do. pref., 16¼@17; do. 6s, 1882, 74@75; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 92@92½; do. 5s, 58@60; Lehigh Coal and Navigation, 32¼@32½; do. 6s, 1884, 83¼@84; do. R. R. Loan, 87¼@88½; do. Gold Loan, 89@89½; North Pennsylvania, 43@45; do. 6s, 97@99; do. 7s, 91@91½; do. Chatte 10s, 110@112; Philadelphia and Erie, 26½@26¾; do. 6s, 91@91½; Minehill, 51¾@51½; Catawissa, 12@14; do. pref., 37@37½; Lehigh Valley, 59½@60; do. 6s, 98@99; do. 6s, reg., 99@99½; Fifth and Sixth streets, (horse), 37@40; Second and Third, 53@53½; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 24@25½; Green and Coates, 40@45; Chestnut and Walnut, 44@44½; Hestonville, 15@16; Union, 43@46½.

Boston.—Old Colony and Newport 7s, 1877, 103; do. 6s, 95¾; Eastern R. R. 6s, 1885, 94; Vermont Central 1st mort., 85; do. 2d mort., 35; Maryland and Delaware 6s, 1885, 66; Burlington and Missouri River R. R. 7s, 1879, 101½; do. 8s, in Nebraska, 95½; Vermont Central and Vermont and Canada 8s, 1889, 103¼; Burlington and Cedar Rapids R. R. 7s, 1919, 85; Kansas and Cameron R. R. 10s, 109; Phila., Wil. and Balt. 6s, 1887, 94¾; Cedar Rapids and Missouri 7s, 1894, 89½; Keokuk and St. Paul R. R. 8s, 99¼; Cincinnati, Sandusky and Cleveland R. R., 17½; do. pref., 34¾; Rutland R. R., 29½; do. pref., 79; Indianapolis, Cincinnati and Lafayette R. R., 7; do. 1st mort., 7s, 52; Summit Branch, 36; Norwich and Worcester R. R., 106; Eastern (N.H.) R. R., 117¾; Union Horse R. R., 100; Taunton Branch, 100; Cary Imp., 8¼; Essex Co., 133½; Boston Water Power Co., 18¾; Rhode Island 6s, 99; Maine 6s, 1889, 97½; New Hampshire 6s, 1873, 99¾; Massachusetts 6s, 1876, gold, 105½; Boston 6s, 1876, currency, 100¾; do. 1878@1882, gold, 95½; Rockland 6s, 1891, 88¾; do. 1887, 90½; Portland 6s, 1887, 95; Bangor 6s, 1874, 95; Hartford 6s, 1898, 95¾; do. 1876, 96; St. Louis 6s, 1887, 85¾; St. Louis County 7s, 1885, 95½; Roxbury 5s, 1880, 94¼; Worcester 6s, 1885, 99¼; Calumet Mining Co., 105; Hanover, 30c; Hecla, 103.

Baltimore.—Maryland Defense Loan, 103½; Virginia 6s, old, reg., 50; do. 1867, 57; Orange, Alex. and Manassas 7s, 78; Richmond and Danville bonds, 74½; Orange and Alexandria 2d mort. 6s, 76½; do. 3d mort. 8s, 82; do. 4th mort. 8s, 72¼. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 92½@92½; Baltimore and Ohio, 130¼@131; do. 6s, 1875, 94@96; do. 1880, 93@94½; do. 1885, 91½@92; Northern Central, 40½@41½; do. 6s, 1885, 93@94; do. 1900, 87¼@88; do. 6s, 1900, gold, 92½@—; N. W. Va. 1st mort., 95@95; do. 2d mort., 95@—; do. 3d mort., 1885, 88@92; Marietta and Cincinnati 7s, 1892, 92½@92½; do. 2d mort., 71½@72½; Central Ohio, 24¼@25; do. 1st mort., 88½@85½; Western Md. 6s, 1890, —@77; do. guar., by Baltimore City, 90@94; do. 2d mort., guar., 89@—; do. 6s, pref., 60@62; do. 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 74¼@75; Orange and Alexandria 1st mort., 6s, 82@82; do. 2d mort., 6s, 76¾@78; do. 3d mort., 8s, 80@82½; do. 4th mort., 8s, 73¾@73¾; Orange, Alex. and Manassas 7s, 77@78; Virginia and Tennessee 8s, 81@83; do. 6s, 1st mort., 81@83; do. 6s, 2d mort., 73@75; Baltimore 6s, 1875, 92@92½; do. 1884, 91¼@92; do. 1886, 92½@94; do. 1890, 92½@

92½; do. 1893, 93@94; do. 1900, 92@92½; do. 5s, 1888-70, 75@80; Memphis City 6s, 56½@57; Maryland Defense Loan, 1888, 103@103½; City Passenger R. R., 19@20; George's Creek Coal, 60@65; Atlantic Coal, 1.50@2.00; Bare Hill, 0.05@1.00.

BANKING AND FINANCIAL.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT
SECURITIES, No. 5 NASSAU ST.,
NEW YORK, Nov. 17, 1870.

THE FUNDING OF UNITED STATES

FIVE-TWENTIES into a first-class security, paying the same rate of interest (six per cent., gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about twenty per cent., by exchanging them for the **FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY**, which can now be had at 91—that is \$910 for a bond of \$1,000.

The Central Pacific Bonds have the advantage of a ready market on both sides of the Atlantic, of regular quotations at the Stock Exchange, and are based on a finished and equipped road, already placed on a stable and profitable basis.

Having originally negotiated these bonds, and being thoroughly acquainted with their soundness and value, we have introduced them as a specialty in our regular business in connection with our dealings in Government securities, and recommend them without hesitation to our friends and customers desiring to make investments or to fund their five-twenties upon advantageous terms, without reduction of interest.

FISK & HATCH.

Cast Steel Works of Fried. Krupp.

ESSEN RHENISH-PRUSSIA.

American Office, 13 Gold Street,
New York, Nov. 7, 1870.

We take this opportunity to announce to our friends, that our business suffers no interruption from the war in Europe. We are receiving goods from Essen, regularly as usual, at ante-war prices.

During the War, our goods will come out in Neutral Steamers from Neutral Ports, so that our customers need not entertain any fears about delay in delivery of Orders.

We make this statement in order to remove a misapprehension, which appears to exist in the minds of some of our customers, caused mainly by the fact of the German Steamers having stopped running regular trips, in consequence of the blockade.

THOMAS PROSSER & SON,

Sole Representatives in America of Fried. Krupp.

The following gentlemen have been elected directors of the Pacific Mail Steamship Company for the ensuing year: Allan McLane, Francis Skiddy, Howard Potter, William Dennistoun, James M. Brown, Jonathan Thorne, Abiel A. Low, William H. Webb, and Sidney Mason.

Wm. R. Arthur, formerly General Superintendent of the Illinois Central Railroad, has been appointed General Superintendent of the North Missouri Railroad, vice S. K. Knight, resigned.

Addison Day, of New York, has been appointed General Superintendent of the St. Louis and Iron Mountain Railroad.

Journal of Railroad Law.

RAILROAD COMPANIES—SPECIAL CONTRACTS—COMMON CARRIERS LIABLE IN ALL CASES FOR ORDINARY CARE.

The following is the opinion of Judge Gregory in the case of *The Michigan Southern and Northern Indiana R. R. Co. vs. Heaton*, (31 Ind., 397,) so far as the question of "Special Contract" is concerned:

GREGORY, J.—It was with great reluctance that the courts of several of our American States at last yielded their assent to the proposition that the strict and severe responsibility which the common law imposes upon a common carrier could be limited by special contract. The *Camden and Amboy R. R. Co. vs. Baldauf*, 16 Penn. St. 67; *N. J. Steam Nav. Co. vs. Merchants Bank*, 6 How. U. S. 344; *Atwood vs. Reliance Transp. Co.* 9 Watts, 87. And this regret will be more deeply felt as the business of transporting goods passes more and more into the hands of extensive corporations, controlling vast capital, and, by combination with each other, virtually destroying competition. The shipper will not be in a position to contract with them on equal terms—he must submit to oppressive conditions, if they choose to impose them, or fail to procure the carriage of his merchandise to market. But if the general question is not now open, and has been so fully settled by judicial decision that the rule *stare decisis* is absolutely controlling, and a remedy is called for by the great public interests of commerce, it must be sought in legislation. We have, however, not now to do with that question necessarily, and we do not propose to ourselves its decision at present.

The language in the contract in the case before us is capable of a very broad construction. It would do no violence to its words, to say that it was intended to exempt the carrier from liability for loss by fire or accident, though such fire or accident were the result of the grossest carelessness on the part of the carrier, but the appellant concedes that such a construction cannot be sustained, for the reason that gross carelessness, under the circumstances, would be fraud, and a contract whereby a party stipulates for immunity for his own fraud is against public policy and will not therefore be tolerated. But why would gross carelessness be fraud? It is the absence of the slightest care. Why should it be fraud, if the parties have contracted for exemption from all care, and have adjusted the compensation accordingly? Shall the carrier be compelled to exercise some degree of care, though he is to receive no compensation for it, and the property has been put into his warehouse upon an express agreement that he need not trouble himself about it at all? Must he do more than he has contracted to do, and more than he is paid for doing, to avoid the imputation of fraud? Nay, is fraud ever predicated of a transaction where a contract fairly entered into has been fully and scrupulously performed according to the very intention of both parties to it, and according to its letter? It seems to us that the reason why a carrier may not, because of public policy, stipulate for his own gross carelessness, is a different one, and does not necessarily involve the idea of fraud. The law has a tender care for great public interests, pecuniary as well as moral, and in many cases

will hold contracts void because they are plainly in contravention of the public welfare in mere business aspect. Trade and commerce are objects of this fostering care. Hence a contract never to carry on a particular business, however ample the consideration, is illegal and void. It injuriously affects the public, by depriving it of men's services in departments in which they may be most useful; it discourages industry and enterprise, diminishes the products of ingenuity and skill, prevents competition, enhances prices, and exposes the community to all the evils of monopoly. *Alger vs. Thacher* 19 Pick. 51. But there is no element of fraud in it. And there are other classes of contracts, not needful now to be enumerated, also held illegal and void as being against public policy, merely because their performance would tend to affect injuriously important interests of society. Contracts in general restraint of marriage, and marriage brokerage contracts may be mentioned as examples. Now the shipper puts his goods in the custody of the carrier, and thereby excludes himself from all opportunity to care for their safety until the transit is terminated. If the carrier do not guard them against spoliation, damage, or destruction, the goods are subject to multiplied hazards; the perils of transportation become a most serious check to the great interests of commerce; and interchanges of commodities between distant sections are rendered precarious and uncertain. Transportation generally, without any care by the carrier for the safety of the goods, would be a tax upon the industry of the country impossible to be estimated. If adopted and maintained as a rule, in a country of such large extent and diversified production as ours, it would ruinously diminish the home value of such of the fruits of industry as must be sent to distant markets, and greatly enhance it to the ultimate consumer, thus operating to the serious detriment of both. But the consequences to the community need not be further dwelt upon. It may be enough to say, that none of the great corporations engaged in the carriage of goods to market would perhaps be willing to publish to shippers, that it is a fact that they give no care whatever to avoid the loss, by fire or accident, of goods confided to them for shipment. It would injuriously effect the business of any one of them, if believed by shippers. Traffic would seek other channels, if others claimed to bestow reasonable care for the safety of their cargoes; nor would low tariffs be deemed enough to induce the exposure of goods to so many probabilities of destruction. It is not quite true, then, that the contract between the shipper and the carrier concerns only themselves, as has sometimes been assumed; it does affect also great public interests most seriously and vitally, and therein rests a reason entirely satisfactory to us, for the conclusion, that the parties are not at liberty to make such a contract as they please.

There is still another reason, why, in such a contract, a general exemption of the carrier from the consequences of gross negligence should be held void. Some care on the part of the carrier is absolutely essential to the performance of the contract in any reasonable sense. Property cannot take of itself; the carrier, during the transit, has exclusive custody and control of it, and he only has the right to give that attention to it

without which the chances of its loss and destruction are so imminent that it is not fair to assume that it would have been shipped at all. A condition that no care, or anything less than reasonable care, shall be bestowed upon it, is therefore repugnant to the general intention of the contract and should be rejected.

Indeed it was once supposed to be a proposition not liable to be controverted, that a common carrier was, in his relations to society somewhat different from a private party—that he exercised a sort of public employment, was bound to carry all goods offered for reasonable compensation and that the law imposed upon him his duties and responsibilities as incident to the character voluntarily assumed. We have seen that the American Courts, following those of England, have in many quarters evinced a reluctant tendency wholly to disregard this ancient doctrine. The same disposition in England compelled the timely interposition of parliament to check it. Here there has been a fortunate hesitancy and doubt evincing a purpose to refuse to sanction such stipulated exemptions from the carriers' common law liability as would impair the reasonable efficiency of the contract for shipment and thus defeat its purpose. To dispense with the duty of exercising at least ordinary care for the safety of the goods, would, it is plain, have this effect; and this court upon the fullest consideration of the subject, finds itself free from all doubt that a condition so repugnant to the general and chief purpose plainly intended by the contract is void, and must be disregarded. The doctrine is elementary and of universal application. The contract for shipment necessarily implies that the carrier shall use some measure of diligence to deliver the goods at the place of their destination. Slight care—the least measure of diligence—is not reasonably sufficient to preserve valuable merchandise from the depredations of thieves, or from destruction by the elements. The plain purpose of the contract of shipment is to secure the safe transportation and delivery of the goods, and it surely is equally plain that a provision in it that the carrier need not make a reasonable effort to accomplish that purpose—such an effort as men of ordinary prudence would make if engaged in transporting their own goods—is destructive of this purpose and intent. And it has accordingly been held, that such a provision, however broad in its terms, has only the effect of reducing the liability for negligence of a common carrier to that of a private carrier for hire, who is bound to the use of ordinary care. So the rule was declared by the Supreme Court of the United States, in the *N. J. Steam Nav. Co. vs. Merchants Bank* 6 How. 344, the leading American case sustaining such special contracts. It was only the "extraordinary duties annexed to the employment" which it was there held might be dispensed with by special contract. The language of the agreement was of the most comprehensive character, expressly declaring that the goods should "be at all times at the exclusive risk" of the shipper, and the carrier "will not in any event be responsible for the loss of any goods." And yet the court held this language: "The owner by entering into the contract virtually agrees that in respect to the particular transaction the carrier is not to be regarded as in the exercise of his public

employment, but as a private person who incurs no responsibility beyond that of an ordinary bailee for hire, and answerable only for misconduct or negligence." And again, "we think it would be going further than the intent of the parties, upon any fair and reasonable construction of the agreement, were we to regard it as stipulating for wilful misconduct, gross negligence, or want of ordinary care," &c. And such was stated to be the result of the English cases. The effect of the case is, that general language, however comprehensive, and however plainly it may declare a purpose to exempt the carrier from every possible risk incident to the shipment, shall nevertheless not be understood to include losses resulting from want of his reasonable care. We know not upon what principle such a construction of the contract in that case could be maintained, save that which we have stated above. See also *Lyon vs. Wells* 5 East, 28. In *Wyld vs. Pickford*, 8 M. & W. 442, the contract pleaded provided against the carriers' liability unless the goods were insured according to their value, and paid for at the time of delivery, which had not been done. The question arose upon a demurrer to the plea, and the court, upon a review of the cases, held that the carrier was liable for ordinary negligence, notwithstanding the contract. The court, per Parke, B., said "But still he undertakes to carry from one place to another, and for some reward in respect to the carriage, and is therefore bound to use ordinary care in the custody of the goods. See also *Hinton vs. Dibbin* 2 Q. B. 646, *Story on Bailm*, § 571; *Thomas vs. Boston and Prov. R. R.* 10 Metc. 472; *Penn. R. Co. vs. McCloskey* 23 Penn. St. 526, *Powell vs. Pa. R. R.* 32 id. 414, *Welsh vs. P. F. W. & C. R. R. Co.* 10 Ohio St. 65. Citations might be multiplied; but we choose to rest our decision of the case before us quite as much on principle as upon the decided cases. The latter are not uniform, and are incapable of reconciliation. It will be seen from the cases cited, that whether the negligence of the carrier be gross or ordinary, does not in such a case, effect the question of liability.

The Illinois Central Railroad in Iowa.

The Illinois Central Railroad Company recently took possession of the Iowa Falls and Sioux City Railroad from Fort Dodge to Sioux City. This completes a line from Dubuque to Sioux City, directly across the State of Iowa, at a distance of about 70 miles from its northern boundary. This line, which is leased and operated by the Illinois Central Company, was constructed and is owned by two separate companies, who receive a percentage of the earnings as a rental. The Dubuque and Sioux City Railroad Company owns that part of the line between Dubuque and Iowa Falls, 143½ miles, and the Iowa Falls and Sioux City Railroad Company the 183 miles between Iowa Falls and Sioux City. The entire line has been called by the managers the "Iowa Division" of the Illinois Central, but it is best known to the public as the Dubuque and Sioux City road, and this probably will continue to be its popular name. This is the fourth great railroad stretching across Iowa from east to west, all having direct connections with Chicago. It is noticeable that the distance to the Missouri river from Chicago is nearly the same by all four of these routes, the variations not being more than 25 miles, and the distances varying from 490 to 514½ miles. So far this is the most northerly of the routes, but the Milwaukee and St. Paul Company is constructing a line nearly

parallel with and about 40 miles north from it. On the south the nearest line is that of the Chicago and Northwestern, distant generally from 30 to 40 miles. Thus it has a broad belt of country on each side of it whose traffic it will naturally obtain. There will soon be three lines crossing it from north to south, but these can draw very little from its business, as they will form routes to the south rather than to the east. It has itself one feeder from the north, the Cedar Falls and Minnesota Railroad, which extends from Cedar Falls, 98 miles west of Dubuque, in a north-westerly direction to Mona, on the Minnesota line, a distance of 74 miles. Thus the entire length of line in Iowa operated by the Illinois Central is 400½ miles. These lines pass through an extremely fertile country, of which a very small percentage is waste land. As far as to Fort Dodge it is pretty well settled, but beyond, most of the land is yet to be occupied, and east of Fort Dodge even, there is room for double the present population in the country, to say nothing of the towns. The country in the western half of the road is one of the most attractive to settlers in America, the land being fertile and cheap, and provided with excellent routes of transportation. —*Chicago Jour. of Com.*

Commerce of the Pacific.

A tolerably well authenticated rumor comes to us from San Francisco to the effect that a grand consolidation is about to be formed between the Pacific Railroad and its eastern connections on the one hand, and the China and Australian steamship lines on the other—to the end of controlling and developing the commerce of the Pacific Ocean.

For this purpose a new company is to be formed, embracing the stockholders of both the railroad and steamship lines, and placed under the official management of several well-known English and American capitalists who are concerned in railroad and navigation enterprise on that side of the continent. The existing steamship lines will be continued under this new combination, with increased facilities, more frequent trips and additional termini on the other side of the Pacific. The overland lines will co-operate, and freight can then be billed through at probably reduced charges, from any shipping point upon the Atlantic seaboard to the Sandwich Islands, or to any port in Eastern Asia and Australia, or vice versa.

It strikes us that this is a good movement, and if the plan is carried out in a liberal spirit of accommodation to the commercial public, it will not only serve to develop the resources of the Pacific coast, but vastly benefit all who are interested in the Oriental trade. A large portion of that trade is bound to change its direction, and hereafter come to us eastward instead of westward around the semi-circumference of the globe.

If our trans-continental railroads and Pacific steamship lines can make arrangements to "pull together," they will easily secure the bulk of this valuable carrying trade, besides greatly simplifying and economizing the through business. All that is wanted to insure success to this enterprise is more capital and greater facilities; and both of these conditions will probably be obtained in the new combination which has been projected.

Our trans-continental railroad system has opened up a vast field of commercial enterprise on the Pacific seaboard, which is susceptible of indefinite expansion. But if these gentlemen, who have associated themselves together for the purpose of controlling this enterprise, expect to build up a monopoly of the Pacific and overland traffic, they will find themselves laboring under a great mistake.

Both the northern and southern routes to the Pacific will soon be opened, and their respective termini will necessarily divide this trade with San Francisco. This will lead to the organization of new steamship lines, having for their objective

points the same Oriental ports that are visited by the ships of the existing American Mail Company. New combinations for the accommodation of through traffic will then be formed; competition will be lively, and the public will be benefited and business stimulated in proportion. —*Boston Com. Bulletin.*

Massachusetts Central Railroad.

A call is now made upon merchants and capitalists of Boston for the remainder of stock subscriptions necessary to the beginning of this important enterprise under the provisions of its charter. Some four-fifths of the stock have already been taken by the towns along the route of the proposed line, several of them having voted appropriations for that purpose to the extent of five per cent. on their entire valuation.

The Massachusetts Central, as well known, is intended to accommodate the trade and travel of that large and populous section of the State lying between the Boston and Albany Railroad on the south, and the Fitchburg Railroad and its western connections on the north. This section comprises nearly the whole central and western portions of Massachusetts, or a territory some two hundred miles long and thirty miles broad, including parts of the counties of Worcester, Franklin, Hampshire, Hampden and Berkshire. It abounds in excellent water powers and other natural resources, and is thickly studded with flourishing towns and villages—such as Lancaster, Sterling Barre, Ware, Gardner, Amherst, Hadley, Williamsburg and Northampton—some of them of considerable manufacturing and commercial importance.

The present company was organized to complete a road through, by this central route, from Boston to the western border of the State; and, perhaps, ultimately to the valley of the Hudson.

As things are now situated, the towns embraced in this large belt of territory are practically destitute of railroad communication with Eastern Massachusetts and the capital and commercial centre of the State. To be sure, some of them, located on the cross-roads leading to New York and Long Island Sound—such as the Fitchburg, Worcester and Norwich, the Amherst Palmer and New London, the Canal and Connecticut River, the Pittsfield, North Adams and Housatonic—are able to reach the eastern seaboard by a circuitous route, intersecting our western lines at various points. But this mode of communication involves great delay, from want of connection of trains, and necessitates the breakage of bulk for freight. Although the distance by rail from all parts of this central and western Massachusetts region is from thirty-five to fifty miles shorter to Boston than to New York, yet the difference in freight charges and time of delivery is so much in favor of the latter city that the merchants of the interior towns now buy nine-tenths of their goods there, and never come or send orders here except on extraordinary occasions.—*Boston Com. Bulletin, Nov. 12.*

☞ The certificate of incorporation of the Piqua, St. Mary's and Celina Railroad Company was filed at Columbus, Ohio, on the 10th inst. The proposed road runs through Miami, Shelby, Anglaize and Mercer counties. The corporators are J. F. McKinney, Henry Flesch, William Scott, John G. Young, Charles C. Chute. Capital stock, \$400,000.

☞ A branch road has just been completed from Greene to Oxford, Chenango county, by the Delaware, Lackawana and Western Railroad Company.

☞ The first division of the St. Louis and Southeastern railroad, extending from St. Louis to Mt. Vernon, Ills., was opened on the 10th inst.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of October, inclusive, during the years 1869 and 1870, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1869..	364,800	12,840,000	5,561,500	197,700
1870..	347,000	13,387,100	4,481,200	1,950,400

Dec.. 17,800 *347,100 1,080,300 *1,752,700
* Increase.

The barley received in 1870 is all new crop but 82,000 bushels. By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a increase of 51,260 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of October in the years indicated:

	1868.	1869.	1870.
Canal opened—	April 23.	May 6.	May 10.
Flour, bbls.	339,100	364,800	347,000
Wheat, bushels..	9,913,700	12,840,000	13,187,100
Corn, bushels...	15,959,200	5,561,500	4,481,200
Barley, bushels.	234,600	197,700	1,950,400
Oats, bushels...	9,189,100	2,670,300	5,117,300
Rye, bushels...	500,700	234,800	485,000
Malt, bushels...	360,000	208,900	640,000
Feed, lbs. ....	.....	8,526,100	10,511,300

Portland and Ogdensburg Railroad.

The town of Conway, N. H., has voted, almost unanimously, to take five per cent. of its valuation, amounting to \$21,500, in the capital stock of the Portland and Ogdensburg Railroad Company. Some two years ago the same aid was voted to the Portland, White Mountain and Ogdensburg Railroad, and that corporation having, by Legislative action and the concurrent action of its directors and corporators, become merged in the Portland and Ogdensburg Railroad corporation, it was found necessary that the town vote again on the question of taking stock in the new corporation. The directors of the road are now looking over the two routes from Fryeburg through Conway, one passing through North Conway and the other through Conway Corner, and intersecting at Bartlett, preparatory to fixing upon an immediate location, when the road to Bartlett line will probably be put under contract for construction for next summer travel to the Mountains.

The Camden (Ark.) Journal says that the cars are now running on the Mississippi, Ouachita and Red River Railroad to within a few hundred yards of Bayou Bartholomew, 16 miles from the Mississippi; and that at the present rate of track laying the road will be completed to Camden by the 1st of August next.

The Georgia Legislature granted State aid to the Macon and Knoxville Railroad to the amount of \$15,000 per mile, and it is thought work will be commenced immediately. The enterprise is intended as a continuation of the Cincinnati Great Southern Railroad, and is a very important work.

It is reported that the contract for building the Lowell and Framingham Railroad has been awarded to Levi Phelps of Springfield, and that the work will begin in about ten days.

Sturbridge, Mass., has voted to invest \$48,600 in the Palmer and Southbridge Railroad.

Texas Central Railroad.

The Texas Central Railroad is going towards the northern boundary of that state with industrious zeal. In a few months Houston, the rich cotton lands of Brazos and the Trinity, Dallas, the great centre of the wheat region, and many of the best grazing sections will be connected, near Sherman with the Indian Territory, at a point which is fixed upon as the terminus of a road which is to extend from that point to Neosho, in southwestern Missouri, where it will join the South Pacific Railroad from St. Louis. A stage and mail line will begin running from Neosho to Red River this month, and the gap of 260 miles will be filled by a railroad at no distant day.—*Arkansas Gazette*, Nov. 8.

Boston, Hartford and Erie Railroad.

We print in another column the arrangement as assented to by all parties to suits against the Boston, Hartford and Erie Railroad, only adding that under the original arrangement the contractor was to put on night gangs of extra men and thus complete the work by the 1st of January, and, of course the expense was proportionately increased.

So much time has been lost in the discussions of the lawyers that no particular good would be effected in hastening the work on account of the lateness of the season. The work, however, will be pushed forward with as much rapidity as the day laborers can exercise, and the whole finished by 1st of May next.

Work on the Connecticut River Railroad extension from South Vernon to Bellows Falls has been begun about half a mile above South Vernon Station, and will be pushed forward rapidly. The extension is to be built under the charter of the Brattleborough and West River Railroad, and will cross the river at Whithead's, three miles above South Vernon.

The new railroad from Fonda to Gloversville, (N. Y.,) is nearly completed, and will probably be open for the use of the traveling public in a short time.

Messrs. Irwin & Kavenay, the new contractors on the Queen Anne's (Md.) Railroad, are pushing the work with commendable energy.

To Railroad Contractors.

PROPOSALS will be received at the office of the NATIONAL RAILWAY COMPANY, No. 109 South Third st., Philadelphia, until and including the 25TH DAY OF NOVEMBER, 1870, for the CONSTRUCTION OF THE NATIONAL RAILWAY, extending from the City of Philadelphia to Yardleyville, on the Delaware River; and the MILLSTONE AND TRENTON RAILROAD and certain other railroads connecting therewith, and forming with said connections a continuous line from the City of Philadelphia to the Hudson River, opposite the City of New York.

Plans and Specifications may be had and examined at the office of the NATIONAL RAILWAY COMPANY, and also at the office of J. B. CULVER, Engineer, No. 23 Montgomery st., Jersey City, on and after the 10th of November.

The Company reserves the right to reject any and all bids.

ROBERT B. CORSON, Secretary.
HENRY M. HAMILTON,
MATTHEW BAIRD,
JACOB RIEGEL,
A. S. LIVINGSTON,
CHARLES W. DUPUY, } Committee.

FOR SALE—56 and 50 pounds English Rails here, and at New Orleans; and also to arrive at both ports.
HEYERDAHL, SCHONBERG & CO.,
32 Pine Street, New York.

NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars (\$25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars (\$8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions (\$5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars (\$500,000).

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidings, engines, cars, etc., etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads, and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

By the Governor:

ROBERT H. ATKINSON,
Executive Secretary.

RUFUS B. BULLOCK

Notice to Contractors.

The Directors of the Great Western Railway of Canada invite tenders for the construction of the second division of their CANADA AIR LINE. Plans and specifications for the division from Aylmer to Simcoe will be on exhibition at the office of the Chief Engineer, George Loew Reid, Esq., Hamilton, from the 8th to the 25th November.

All tenders must be in the hands of the undersigned by ten o'clock on the morning of the 25th instant, sealed and marked "Tenders for the construction of Second Division Canada Air Line."

JOSEPH PRICE, Treasurer, &c.

Chief Offices, Hamilton, Ont., Nov. 7, 1870.

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6 HIGH-PRESSURE ENGINES, partly finished;
2 STEVENSON-PATENT TURBINE WATER-WHEELS, 66-inch diameter;
and 1 MARINE BEAM ENGINE, 66 inches by 10 feet stroke.

Send for Catalogue.

JOHN S. SCHULTZE,

Receiver of the Novelty Iron Works.

Oct. 20, 1870.

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1,000 tons LLYWYI VALE.

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50 LBS. ERIE PATTERN. Now in yard and for sale by

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT MAKERS, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

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100 lbs. of the PRIMA COMPANY'S COLORED PAINT (costing \$12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars, address S. BOWEN, Sec'y., No. 150 North 4th St., Philada.

or 75 Maiden Lane, N. Y.

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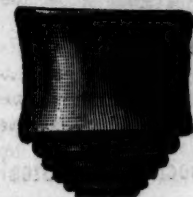
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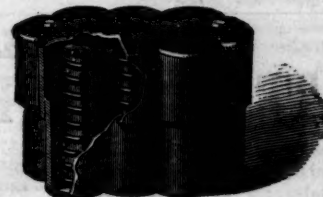
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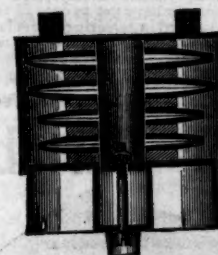
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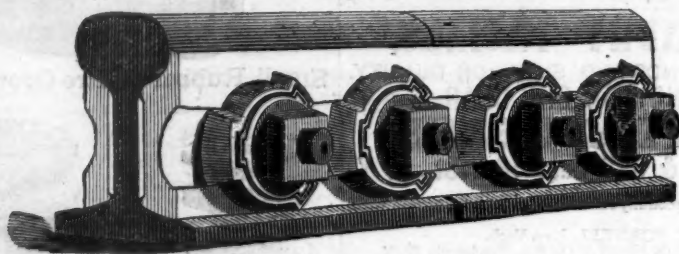
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No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

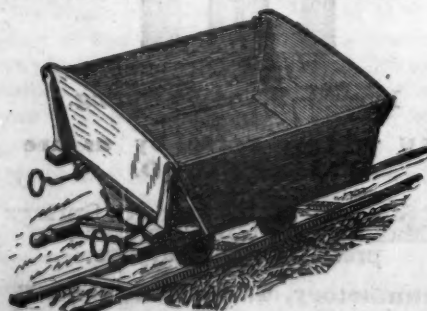
That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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Nov. 19, ALASKA, CAPT. GRAY, connecting with the COLORADO, CAPT. PARKER.

Departure of 26th every month will touch at San Jose Guatemala.

Steamer GREAT REPUBLIC, will leave San Francisco Dec. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, Nov. 18. Freight for Central American and South Pacific ports will be received until 4 P. M. on THURSDAY, Nov. 17, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

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